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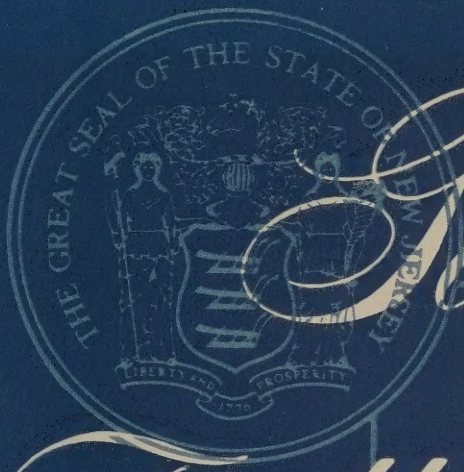

Governor's Traffic Safety Conference

REPORT

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ERSEY DEPARTMENT OF LAW AND PUBLIC SAFETY

SUMMARY OF PROCEEDINGS AND

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Proceedings, 1961.

TRAFFIC SAFETY PROGRAM for 1961-62

Introduction

New Jersey.

The Governor's Traffic Safety Conference of 1961, held as in past years in the War Memorial Building in Trenton, was not only the best attended of these annual conferences but was also appraised as being the most outstanding on the basis of all other criteria. Attendance was somewhat more than 500 persons. The appendix of this report furnishes an alphabetical listing of the persons in attendance and an indication of the jurisdictions represented.

Registration was at 9:00 A.M.; coffee and doughnuts were served in the Veterans Room during the hour allotted to registration; Attorney General David D. Furman, the general chairman of the conference, gave the call to order at 10:00 A.M.

Governor Robert B. Meyner's address of welcome and statement of conference objectives opened the Conference. A five-member panel of speakers discussed the special problems of the pedestrian under the chairmanship of Mr. Gerald J. Driscoll, Chief of the Traffic Safety Service of the Division of Motor Vehicles. The second half of the Conference included discussions of six other major parts of the traffic safety problem. The Attorney General adjourned the Conference at 1:10 P.M.

The New Jersey Congress of Parents and Teachers was represented along with officials of State, county, and muni-

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cipal jurisdictions. Direct cooperation and support of the P.T.A. had been sought for the all-important educational part of the pedestrian safety program given a major emphasis and planned as a leading safety activity during the two-year period of 1961-1962.

Highlights from the presentations of the Governor and the thirteen other participants are contained in the opening chapter of this report. This is a most impressive summary of modern traffic safety concepts which sets the theme for the safety program activities recommended in subsequent chapters of this report.

Pedestrian safety—already referred to—is a major objective for 1961 and 1962. Deaths of persons on foot account for more than one-third of New Jersey's annual traffic toll. This broad and challenging phase of the traffic safety problem is discussed in the next chapter of the report.

Alcohol as a factor in fatal accidents comprises another separate chapter because of its direct connection with fatal accidents as disclosed by the findings of New Jersey's Alcohol Determination Program.

The 1960 "No traffic death" record of the City of Passaic, New Jersey, is the topic of another chapter, which should prove a source of inspiration and encouragement to local safety officials throughout the State. However regrettable, opposition to traffic safety improvements can be expected. Nevertheless, it can be overcome and a "No traffic death" record achieved on the foundation of a sound and sustained traffic safety program.

Police training featuring public support and a program of police supervision by superior officers offers a new approach to greater traffic improvement.

Recommendations for a uniform and continuing traffic safety program, which will ensure greater accomplishments for New Jersey in the conservation of lives, health, and property as well as the expedition of traffic, conclude this summary and program guide.

Governor's Traffic Safety Conference Committee
Leo R. Welch, Secretary

Flame of Life Award

New Jersey was the first state to receive the National Safety Council's new award for accident record and prevention activities during 1959. The "Flame of Life" emblem was presented to Governor Meyner for the people of New Jersey at the National Safety Congress in Chicago in October 1960.

The Trustees Award will be given annually to the state which earns this outstanding distinction for its accident record and for doing the most to protect its citizens from accidents of all kinds.

Governor **ROBERT B. MEYNER**

Highlights OF THE CONFERENCE

As I address this, the final traffic safety conference of my administration as Governor, I note that the record of achievement in traffic safety over the past seven years is one in which we can all take considerable satisfaction. It should encourage us to persist in our efforts.

In 1960, New Jersey set a historic low of 2.9 deaths per 100,000,000 miles of travel. Last year, as of April 20, we counted 193 fatalities. The 1961 figure stood at 172 this morning. In each of the past seven years, with the single exception of 1957, our mileage death rate has dropped despite a steady year to year increase in the number of vehicle registrations and licensed drivers. The Garden State Parkway, the safest in the world, had a mileage death rate of 1.1 last year and a mileage which ran to 1.285 billion. The numerical death rate in New Jersey has also fallen gradually from 784 in 1953 to 741 last year.

New Jersey's safety efforts have brought frequent national citations, perhaps the most prized being the "Flame of Life" award conferred by the National Safety Council for an all-around safety program in 1959.

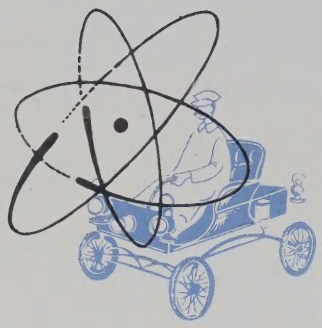
In engineering in this Administration alone, the State Highway Department has completed, or has under way, 84 miles of center barriers, 35 creeper lanes, 233 jughandles, and 229 overpasses. Some of our State's highways carry traffic loads of better than 100,000 vehicles a day, with peak loads 25 per cent greater. More than three-fourths of all traffic in New Jersey is self-generated.

Typical of education is the five accident prevention clinics which handled 10,121 cases last year.

Enforcement reached an all-time high last year. Arrests for motor vehicle violations numbered 414,395, compared to a previous high of 397,466 in 1959. The "no fix" ticket program had its effect. The "60-70" program resulted in 26,553 arrests last year. The County Traffic Safety Coordinator program is another factor in our effort to strengthen the safety program through research.

It would be nice to be able to say: "Fine, now the job is well along, and you can take a breather." But safety is a work where there is no break. It requires unremitting effort day in and day out. We must have constant effort and new, novel, and ingenious methods to attack practical problems. Let's take inspiration to try to reach the ideal: no accident, no death, which could be avoided, will occur. We can do it if we have a program that is supported by all of you and that reaches the 6,000,000 people of the State of New Jersey.

Highlights



General Chairman **DAVID D. FURMAN**

Year after year in New Jersey the traditional breakdown of causation in highway deaths has been one-third pedestrian deaths, one-third single-vehicle, and one-third multiple-vehicle. All are equal killers. Therefore, we do not focus our attention on any one to the exclusion of the other two.

The main incidence of pedestrian deaths occurs among youths lacking in judgment and training and older persons who have become less mobile and less alert. The problem has particular relevance for the youthful and the elderly. Twenty-two fatalities were under the age of fifteen, and 29 were over the age of fifty-five, of the 71 pedestrian fatalities so far this year.

In New Jersey, since December 15, 1960, we have an Alcohol Determination Program in all twenty-one counties. So far, the data collected are alarming. Findings reveal that 54 per cent of all drivers, passengers, and pedestrians were drinking prior to the tragedy of sudden death on the highway.

I want particularly to point out the problem of alcohol in the pedestrian death picture. For example, in the 46 64 age group, 14 out of 17 fatalities showed an alcohol factor.

There is no reason why we cannot get together with the Motor Vehicle Administrators of the other states and rule off the road those whose accumulation of violations make them unsafe risks.

Driver safety education, school and pre-school, is relied upon greatly for the years ahead.

The single-vehicle accident, late at night, often involving a young driver, occurs repeatedly on the highways of New Jersey. The young driver may show an alcohol factor. A total of 26 out of 41 fatal accidents of this type so far this year have occurred in the night hours. Of these, 50 per cent were drivers under age 30; 40 per cent under age 25. Of the fatalities of young drivers under thirty years of age, eight took place from midnight to 5:00 A.M., 13 took place during the night hours, and only seven during daylight. The alcohol factor was involved in 80 per cent of the single-vehicle fatalities of persons under the age of thirty.

May all of us be strengthened in our determination to meet our responsibility. May we have the courage to improve still further the safety record in New Jersey.

GERALD J. DRISCOLL
Panel Chairman

Chief, Traffic Safety Service, Division of Motor Vehicles. Admitted to the New Jersey bar in 1940. Special agent for the Federal Bureau of Investigation, 1942-1951. Elected Councilman in Borough of Dumont, 1955, and re-elected, 1958; served as president of Council in 1959 and 1960. Appointed Chief of Traffic Safety Service, February 1960.

In 1941, we had 472 pedestrians killed. Although today's figures show a 50 per cent reduction in these pedestrian fatalities, it is still a disheartening pattern, with the elderly and the very young constantly reappearing as fatalities.

The State Coordinating Council on Traffic Safety has initiated a pedestrian safety pilot study in four typical New Jersey communities in the northern, central, and southern sections of the State. These are Teaneck, Bloomfield, Trenton, and Camden.

These programs among others are designed to stress "education" in the initial stages and are to be followed by enforcement of the statutes relating to pedestrian safety.

Gathered here today is a group of speakers who are uniquely qualified in their given areas, and it is our hope that from their experience and knowledge we may be able to demonstrate why these accidents occur and how they may be reduced.

MRS. EONE HARGER

Director of the Division of the Aging. Has served on the boards of the Ridgewood Y.W.C.A., the George Washington P.T.A., the League of Women Voters, and the Adult School Council, and is associated with the Hospital Advisory Council of New Jersey. In 1958, appointed by Governor Meyner to her present post in the New Jersey State Department.

The Division of Aging is concerned with the safety of older people and particularly with their troubles as pedestrians. The proportion of elderly persons struck down by automobiles has been increasing in the past few years.

We have tried to analyze why this has been happening to our older people. One of the reasons we have found is that a lot of older people just don't understand cars. They think a car should stop for them. They hark back to days when the automobile had not yet been created, and they have made no compromise with the now well established innovation.

We were interested in a study that showed that 90 per cent of these older people had never driven an automobile. These people had never learned that a car cannot be stopped the minute its driver sees somebody. They have not learned that a driver does not necessarily see them. Accidents to older people frequently take place in the evening, that is, just at dusk.

A pedestrian walking in the dusk is a frightening thing for a driver. A driver just cannot see him. Older people do not understand this. Generally a conservative lot, elderly persons wear dark apparel, which blends into the darkness around them and renders them, as it were, concealed targets for an onrushing machine. What is needed is to tell them that they have a responsibility, and to remind them that self-preservation is nature's first law. I have been surprised and shocked at the attitude of many older people saying, with contemptuous reference to all the motoring public, "They can look out for me."

In conveying the safety message to older persons, we are using a pamphlet entitled **Is This Trip Necessary?,** which explains how difficult it is for a car to stop and how hard it is for a car's driver to see a pedestrian and also explains what the law is.

We have made contact with 160 Golden Age clubs in the State and offered them speakers, pamphlets, and films. We hope that other clubs will tell the story to those who are responsible for older people.

We would like your ideas about additional ways to tell the story, to reach these older people who make up the greatest proportion of pedestrian deaths in our State. We are extremely concerned, too, about those who do not die but are injured and incapacitated three or four times longer than a younger person who sustains the same misfortune.

The PEDESTRIAN SAFETY *Panel*

President, New Jersey Congress of Parents and Teachers. Has devoted thirty-three years to the parent-teacher movement, serving as pre-school chairman, field service chairman, and vice president before undertaking her present office. Has also held chairmanships and elected offices in several other organizations which serve children and youth or are concerned in community affairs.

I am delighted to offer the cooperation, assistance, and support of the Parent-Teacher Associations in the State of New Jersey.

It is our first purpose to build public opinion and to educate the public in matters not only of the schools but also of the community in which a child is raised.

I urge P.T.A.'s first of all to look at themselves as parents and as citizens. What are our attitudes toward this question of safety? Attitudes are caught more quickly than taught, and, if we sincerely want our children to have proper attitudes, we must first possess them ourselves.

Our attitudes control our actions, and our actions affect our children. Influence is quite as powerful as good example.

Are we taking needless chances as adults? Are we teaching our children the proper way to cross a street? Are we teaching them the proper way to cross after alighting from or before boarding a school bus? True, cars are supposed to stop, but sometimes they don't. Do children know the danger there is in darting abruptly out from between parked cars? Do we impress these things upon our children? Do they know that the street is out-of-bounds so far as playing is concerned? Do they know the safest way home?

Do the children understand what we are saying? Besides practicing what we preach, do we also say what we mean?

One thing that every Parent-Teacher Association can do is to devote a few minutes at its regular meeting to safety, making it really a vital, a live message, something important to that community.

Study-discussion groups are an important part of P.T.A. work, and safety could be a very important part of that program. These groups could study the community needs and the laws and their enforcement, and cooperate with local officials in seeing that the laws are enforced. Alert the citizens to the laws; educate the public to the needs of the community. If laws are not being enforced, is it because there is not enough personnel? This, of course, means money, and so the P.T.A. can help the citizens realize this need and be willing to spend the extra money.

As parents, as citizens, as Parent-Teacher Associations, I plead with you to let us assume our full share of this responsibility.

Prosecutor of Union County. Became an attorney-at-law in 1948. Served as assistant corporation counsel in Plainfield and as a Deputy Attorney General of New Jersey. Appointed prosecutor of Union County in 1958.

A County Prosecutor cannot do anywhere near an effective job unless the chief of police and the police officers in the municipality are cognizant of the problem and their duties and have a knowledge of the law and the resolution to enforce it.

In law enforcement we can do a better job, but we must have a joint program of public information and education before we institute it.

Though there is a clear-cut decision as to the driver's responsibility for giving the right-of-way to the pedestrian, I believe it has become ingrained in our thinking that the police must only warn pedestrians and drivers.

There are four parts of the Motor Vehicle Act which we all ought to brush up on. One provides that a driver must give the right-of-way to the pedestrian who is crossing or starting to cross on the "GO" signal; this applies also to drivers who are making turns.

The pedestrian frequently thinks he is all right because he has the green light, and the driver, too, thinks he is all right because the green has flashed for him. This is where we have a great deal of trouble. Courtesy is something we have to instill in our drivers.

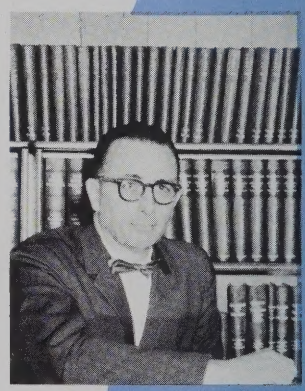
But, if we are going to cut down on fatalities and try to help the little children and the older pedestrians to help themselves, we are going to have to step up our information and education in this area and gradually, through police leadership, begin to bear down and maintain a more vigorous program.

Many older persons say that they prefer to take a chance in jaywalking half way down the street rather than find themselves in that confusing situation of crossing on the green when they don't know whether some motorist won't crash into them from behind.

Within the community, starting today, police chiefs might very well take up the matter with their governing bodies about starting some form of public information program to alert pedestrians and drivers concerning these traffic regulations. Following this, we should try to apply a more vigorous program of issuing summonses to these people who don't seem to live up to the courtesy of the road.

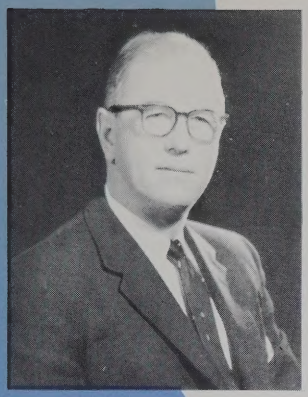
MRS. KENNETH W. LATHROPE

The PEDESTRIAN SAFETY *Panel*



H. DOUGLAS STINE

The PEDESTRIAN SAFETY Panel



JOSEPH F. WELDON

Police Director, City of Newark, New Jersey. A member of the New York City Police Department for twenty-eight years; commanded field divisions and investigating units; instructor in New York Police Academy for three years; final rank of Assistant Chief Inspector. Became Police Director in Newark, November 10, 1958. Member of International Association of Chiefs of Police.

Pedestrians themselves are at fault in many accidents. A recent study in 61 large cities revealed that the pedestrian death rate reached from 50 to 79 per cent of all traffic fatalities. In Newark, pedestrian deaths have been approximately 70 per cent of all traffic fatalities.

Our motor vehicle laws embody certain restrictions on pedestrians; therefore, the pedestrian has a definite responsibility.

When we find that engineering and educational methods are not achieving their purpose, then the only means of reducing pedestrian casualties is enforcement.

Protection must be the theme of any successful enforcement program. Enforcement should be employed as a means of protecting some pedestrians against their own dangerous acts. The objective of enforcement should be to correct dangerous walking habits.

The efforts of police to reduce pedestrian accidents must be lasting. Any program that takes on the aspect of a drive or a thirty-day wonder is doomed to failure. The theme of protection must be sold to the community and other members of the police department.

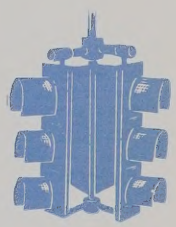
The public must be made aware of the program and must know that the police are going to use reasonable methods to combat the situation.

Many police officers are reluctant to issue summonses to pedestrians. This reluctance in most instances can be overcome by training. The important point to be covered in this training is the creation in the minds of the responsible officers of an awareness of the need for enforcement. They must also be assured of public support. They must receive instructions in the right approach to, and their conduct with, pedestrian violators. It must be emphasized that this enforcement action is not a specialist's chore. It should not be delegated to one or a few who have been impressed by its value and are ready and willing to assume this duty. It should be required of all officers, both at locations in the business areas and away from the business areas. Studies show that the greatest number of pedestrian casualties occur away from business areas.

There are three parts to the program: one, public information; two, the warning period; and, three, the enforcement period. The program must be consistent and not assume the aspects of a drive. The police must be reasonable in their approach to the public, and their attitude must be such as to gain compliance and acceptance for the program.

CHIEF WILLIAM H. NEALE

Chief of Police of Camden, New Jersey. Appointed patrolman in 1940; received subsequent promotions as detective, sergeant, and lieutenant; commanded detective bureau and served a term as inspector. During World War II, served with the United States Army Criminal Investigation Division and took special training at Scotland Yard. Became Chief of Police in 1960.



The first step in our program in Camden was the selection of a committee representing the **Courier-Post,** two local radio stations, two automobile clubs, the County Traffic Safety Coordinator, and the staff of the Camden Police Department.

We started our program at the corner of Broadway and Federal Street, our main intersection. A department store there gave us a full-size display window, in which an exact reproduction of this intersection was exhibited.

We enlisted the aid of Explorer Boy Scouts to give out, in full uniform, literature and placards to the stores and to hand out leaflets to jaywalkers. General safety literature was handed out to everyone.

We contacted civic and service clubs as well as P.T.A. groups. Some of these organization contacts were a little difficult. Pedestrian safety is more or less a dry subject. People didn't want to hear about it at the moment and made lame suggestions for a program next year, but it was stressed that next year would be too late. These meetings were more successful and interest was greater when demonstrations and films were used.

We made contacts with foreign language groups and distributed literature in Spanish, for example, and at meetings of these groups we took an interpreter along.

People are creatures of habit, as we know, and they have simply developed the habits of jaywalking and crossing in the middle of the block. So we must arouse sufficient enthusiasm to get them talking about safe walking habits with their friends, neighbors, relatives, and particularly their children.

Classes have been held with our police officers, who need to know as much as anyone about proper pedestrian safe walking habits.

Programs presented to service groups explained the responsibility of the citizen as a pedestrian. These organizations also included the over-60 groups.

Other methods included portable amplifiers whereby the officer in a courteous, diplomatic, and tactful manner called people's attention to the fact that they were jaywalking.

Many persons jaywalk unconsciously. We have a lot of hard work to do on this. We have to inject a lot of spirit and enthusiasm into the program. This is a project necessary for every community in New Jersey.

Engineering for TRAFFIC SAFETY

New Jersey is the center of the greatest concentration of population in the western hemisphere. With an area of 7,500 square miles, New Jersey ranks as the fifth smallest state in the Union, exceeding in size only Connecticut, Delaware, Hawaii, and Rhode Island. The eight metropolitan counties populated by 4,000,000 people are fourth in the nation as a purchasing area, preceded only by New York City, Chicago, and Los Angeles.

New Jersey's population of 6,000,000 persons makes it the most densely populated State in the Union. These persons drive 2,500,000 motor vehicles and account for 80 per cent of all traffic in our State.

Other interesting facts show that New Jersey has 1,300 vehicle registrations per mile of State Highway compared to 200 in Pennsylvania and 400 in New York. Our State Highway System carries an average of 11,000 vehicles a day per mile. Our State Highway traffic is 3¾ times that of New York, 3 times Pennsylvania's, and 5 times the national average of state highways. At some locations in New Jersey, the daily average traffic volume is more than 100,000 vehicles. There are more than 200,000,000 interstate crossings per year.

The State Highway System is 1,850 miles in length, comprises 6 per cent of New Jersey's road and street mileage, and carries more than one-third of the motor vehicle travel in the State.

All new highways constructed will be freeways with limited access and will increase the safety factor at least three times.

During the past seven years, the State Highway Department has made dramatic strides in reducing accidents and fatalities through its program of "Safety through Engineering." Examples are:

Route 4, Englewood: Six fatalities in a 33-month period before the erection of center barriers; only one fatality has occurred in the six years after installation.

Route 22, Hillside: Eleven fatalities in the three-year period preceding 1954; no deaths caused by head-on collisions since center barrier was constructed.

Route 4, Teaneck: More than four years have passed without a head-on collision since a center barrier was erected.

The Pulaski Skyway had 19 deaths between 1950 and 1956; following paving and center barrier improvements in 1957 no fatalities have occurred.

This is what the State Highway Department has done and is doing:

Speed zoning: Realistic speed limits are the result of thousands of radar speed checks to determine the 85 percentile speed. When such speed limits are posted and policed, the average driver conforms, and the accident rate drops.

Jughandles: Jughandles eliminate left turns and U-turns. About 233 have been constructed. As an example, on a 13.5 mile section of Route 130, accidents have been cut by 50 per cent and severity reduced.

Overpasses: Each overpass constructed in the past seven years has played an important role in reducing accidents and deaths.

Increased shoulder widths: These wider shoulders provide safe off-the-road stops.

Reflectorization: This modern aid to night driving is employed in many ways on the State Highway System. All 70,000 signs are reflectorized.

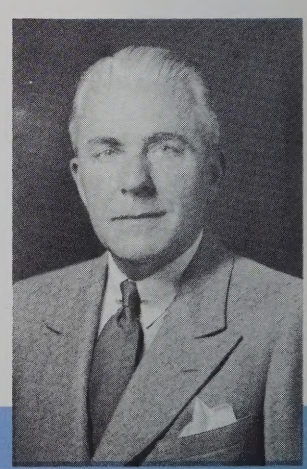
Closing of center island openings: The elimination of many of these unnecessary and dangerous invitations to turning movements has resulted in the prevention of countless accidents.

Simplified signs: The advantage of clear and legible signing is obvious. When a motorist gets at a glance the information he is seeking, he can devote more attention to his driving.

These and other improvements have aided New Jersey's outstanding traffic safety program.

If real courtesy were practiced on all occasions, our fatality rate would decrease rapidly. In the final analysis, it is the driver upon whom we must rely. We need his support, his basic intelligence, and his interest in living.

New Jersey State Highway Department. Following a notable career of leadership in private industry and outstanding service to the Federal Government, appointed to the post of Highway Commissioner in April 1954. During his seven years in office, construction contracts have gone up 500 per cent, and he has awarded contracts totaling $288,000,000. This program has contributed significantly to the safety record of New Jersey's Highway System.



THE Schools and TRAFFIC SAFETY

Director of Secondary Education, New Jersey Department of Education. His long career as teacher and administrator at all educational levels in New Jersey has included membership on the faculty of Trenton State College and the chairmanship of its committee on secondary curriculum; Assistant Director and for the past seven years Director of Secondary Education; is currently president of the National Association of Directors of Secondary Education.

My purpose is to tell you what our schools are doing and what I think they should be doing for safety.

Preachments on and verbal explanations of traffic safety are not enough. Youth need pragmatic and action programs. We must try to get students actually involved in activities that not only promote safety but are also safe in and of themselves.

Perhaps the best known elementary school safety activity is the safety patrol. These young persons not only demonstrate their interest in the safety of their fellows but also impress the people of the community as well. The cooperation of State and local police in developing these programs over the years has been of immeasurable value. I know of no school in our State without a well-organized safety patrol.

More dramatic has been the safety program in the high schools, namely Driver Education.

Today, 76 per cent of all approved secondary schools have a driver education program. Last year more than 22,000 boys and girls received this kind of training. Those who take the course are eager and enthusiastic for it. However, the behind-the-wheel program today is not extensive enough to reach all the pupils who want it.

We are proud of the well-trained teachers who give this instruction. Certification requirements provide for this endorsement on a regular teaching certificate.

Another important activity in the school is organizing and mobilizing youth to take an active part in generating safe programs themselves. I refer to the "Teens for Safe Driving" clubs.

In all these safety programs there is excellent cooperation between the Department of Education and the Motor Vehicle Division, without which we could have achieved very little.

We need ten things, and it will be local support that will bring them into being.

First, better example by adults. As Mrs. Lathrope mentioned, this is particularly true in the area of driving motor vehicles.

Second, more community support, understanding, and recognition that behind-the-wheel training is a legitimate part of today's training for tomorrow's living.

Third, greater use of our summer schools and summer programs to extend behind-the-wheel training.

Fourth, greater participation in the program by non-public schools (less than 20 per cent have State-approved programs of driver education).

Fifth, greater participation in behind-the-wheel training by larger cities. Newark, Jersey City, Elizabeth, and Trenton have only classroom courses, and more than 12,000 boys and girls in these cities do not have the opportunity of learning to drive.

Sixth, more research as to what kind of education and training produces safe drivers. We need to know what produces results and not what is merely a good idea.

Seventh, an increase of personnel in both the Department of Education and the Bureau of Safety Education to broaden and harmonize these programs.

Eighth, more cooperation between local and State enforcement agencies and youth groups. Let's stop clubbing the kids.

Ninth, a lifting of the sensationalism from accidents involving young people. Headlines have made "teen-ager" today a dirty word. There are many good drivers among the young people, but they don't receive any good notices for it. The whole group is blamed.

Tenth, good safety education is expensive if considered as a cost; if considered as an investment in the future, it may indeed prove to be the wisest way we can spend our money.

We need to have faith in safety education and what it can produce.

Truck SAFETY . . .

AND A STUDY OF FATAL ACCIDENTS

TRUCK SAFETY — Chapter 100 of the laws ot 1960 provides for a speed differential for trucks registerea for a gross weight of 10,000 pounds (5 tons) and over. The differential of 5 miles per hour may be designated by the State Highway Commissioner on State Highways, or appropriate portions thereof, having four or more traffic lanes where the legal speed limit is 50 MPH or greater.

Three sections of State Highways have been so designated at this time: On September 7, 1960, Route 22, between Somerville and the Essex County line; on March 20, 1961, Route 1, between North Brunswick and Rahway; on April 7, 1961, Route 130, between the Camden County line and the intersection of Route 206 in Bordentown.

It would serve no purpose at this time to compare the accident and enforcement statistics on those portions of State Highways so recently designated for a lower speed. A comparison must await further experience. However, careful observation has shown the following improved conditions:

1. Considerably less jockeying for position.
2. Less overtaking and passing.
3. Tailgating (following the vehicle ahead too closely) is less prevalent.
4. Greater compliance with the law requiring slow moving vehicles to keep to the right.

Speed differential regulations, like other traffic laws, are meaningless unless they are intelligently and effectively enforced.

ACCIDENT CAUSES — The results of State Police investigations of fatal traffic accidents in New Jersey have been analyzed into four leading factors.

1. Speed — Speed may be considered to contribute to an accident whenever it is greater or less than that which is proper for a given time and place. Two other elements of the speed factor are sudden or abrupt deceleration and slow entry upon a roadway, both of which unsafe driving practices contribute to accidents.
2. Delayed Perception — This results from failure to see or perceive the danger of an impending accident under normal conditions of road or weather. The longer perception is delayed, the less time remains for evasive action.
3. Faulty Evasive Action — Evasive action is a reaction to a dangerous situation which has been perceived. Faulty evasive action is either the taking of wrong action or a time delay in reaction after perception.
4. Initial Behavior — Initial behavior is any action of a driver that, because it is unusual, illegal, hazardous, or improper, creates a dangerous situation.

The fourth factor—initial behavior—is the direct cause of slightly over 50 per cent of all fatal accidents. Initial behavior on the part of pedestrians also contributes materially to fatal accident occurrence, particularly with respect to hazardous conditions or unexpected movements. Almost 50 per cent of the actions of pedestrian fatalities are attributable to crossing between intersections.

Almost as many pedestrians lost their lives as did drivers, and approximately 38 per cent of the drivers involved died as a result of their own accidents.

Car-and-pedestrian collisions head the list of types of involvement, followed by one-car accidents. These two groups comprise 62 per cent of the total fatal accidents.

About 25 per cent of the total fatal accidents fall into the category which includes one-car accidents, such as ran-off-road or any type where the impact did not occur within the confines of the roadway.

Accidents involving speed account for 29 per cent of the total of direct causes, and the majority of such cases involve speed greater than the safe maximum for conditions then existing.

Of the twenty-one factors that make up violations indicated, the following four account for 71 per cent of the total violations committed. These are: exceeding lawful speed, speed too fast for conditions, drunken driving, and inattentive driving.

Delayed perception was a contributing factor in 18 per cent of fatal accidents investigated.

Faulty evasive action was found in slightly over 3 per cent of the investigations revealing that drivers became aware of an emergency situation too late or took the wrong action; there were five instances of mechanical failure.

Eighty per cent of the drivers were proceeding straight ahead prior to the accident.

As to age groups, 31.5 per cent of all fatal accidents involved the 16-20 and 21-25 age groups.

Saturdays and Sundays are the two days on which fatal accidents occur in greatest numbers, and speed and initial behavior are the leading direct causes of accidents.

Superintendent of New Jersey State Police. Appointed to the New Jersey State Police Academy in 1929. Served in numerous capacities and became Superintendent in 1955. Chairman of the Civil Defense Committee and a member of four committees of the N. J. S. A. C. P.; chairman of Civil Defense Committee and member of Traffic Committee, International Association of Chiefs of Police; Member of O. C. D. M. Police Advisory Committee.

COLONEL JOSEPH D. RUTTER

Interstate RECIPROCITY . . .

In 1954, the Federal Government passed a resolution encouraging all states to enter into full reciprocity agreements one with another in traffic law enforcement.

A large measure of the travel within the borders of this State is that of non-residents. To the extent that there is no control over non-resident traffic, therefore, there is no control over traffic safety in the State.

On June 1, 1960, New Jersey entered into a reciprocity arrangement with the State of Connecticut. Under this system, the out-of-state motorist traveling in New Jersey and the out-of-state motorist in Connecticut who violates becomes likewise involved with his home state's motor vehicle administrator. A reciprocal agreement exists concerning the revocation of driving privileges in each state.

A 20-day delay in revocation action is allowed in order that the motorist serve concurrent periods of revocation time in both states. Since June 1, 1960, 1,446 Connecticut drivers have become involved here, and 648 New Jersey drivers have been penalized in this State for violations in Connecticut.

On August 8, 1960, a pact was completed with the State of Pennsylvania. Since that time, 16,000 Pennsylvania drivers have been involved in suspensions or other reciprocal action, and 2,449 New Jersey drivers.

Another adjunct of the reciprocal compacts is suspension in the home state when drivers fail to answer summonses from another state.

The Northeastern states have reached an agreement whereby a license issued to a non-resident has a stamp across the face "valid in" that state only. For example, a resident of New York may secure a New Jersey driver's license; this would have a message on it to the effect that it was "valid in New Jersey only."

The seriousness of offenses involved is indicated by the following tabulation.

Since August 1, 1960, Pennsylvania drivers have been convicted in New Jersey as follows:

56 — under influence of intoxicating beverages
41 — leaving scene of accident
17 — driving during period of suspension
75 — reckless driving
9,449 — excessive speeding

New Jersey drivers have been convicted in Pennsylvania as follows:

9 — under influence of intoxicating beverages
2 — leaving scene of accident
3 — committing crime with motor vehicle
1 — driving during period of suspension
40 — reckless driving
818 — excessive speeding

In 1959, prior to the reciprocal arrangement with Pennsylvania and under the "60-70" mandatory speed revocation program, there were 7,452 Pennsylvania motorists convicted for this violation. The following year, on August 1, the pact was entered into. During 1960, 6,425 Pennsylvania motorists were convicted of "60-70" violations—a drop of 13.5 per cent—though the pact was in operation only from August 1 to December 31.

In reciprocity, as in all traffic law enforcement, the factor of applied objectivity is all-important.

Each driver is his brother's keeper. It is the human factor of courtesy on the highway and consideration for the other person that will result in a better safety record again and again.

Acting Director, Division of Motor Vehicles. Admitted to the New Jersey bar in 1952. Became a Deputy Attorney General in 1955; appointed Director of the Division of Workmen's Compensation in 1956; appointed Acting Director of the Division of Motor Vehicles in 1959.

NED J. PARSEKIAN

Public Support for TRAFFIC SAFETY

An important part of the traffic safety problem is public support, which means instructing the people on just what the traffic safety problems are and just what their part in it may be.

The importance of example, as opposed to exhortation, is a principle that could very profitably be employed in a great deal of our traffic safety work.

Public support is the willingness of people to accept restrictions in order to further the common good, that is, to save lives and limbs on our streets and highways.

One of the most interesting examples of this is Governor Meyner's "60-70" program. This is one of the strong contributing factors to New Jersey's very fine traffic safety record.

The "Flame of Life" award is the result of two key factors: 1. New Jersey's outstanding traffic record in curtailment of all types of accidents and its instruction program in those areas; 2. the fact that New Jersey has the most highly organized, the most efficient, and the most effective state safety organization in the Nation.

For pedestrian safety the correlation between the education and enforcement angles has got to be very close.

The New Jersey State Safety Council and its affiliated groups will stand behind the State and any groups in the State that carry on an intelligent job of pedestrian safety.

The drinking-and-driving problem is very distressing. This is the number one facet of the whole problem, and the enactment of the implied consent bill by our Legislature is a must.

The Council will stand behind the authorities in upgrading the driver's license procedure and in devising some practical method of re-examination.

A more vigorous attack has to be made on the young driver problem, particularly the drivers between the ages of 17 and 21.

There should be more emphasis on the speed law relating to commercial vehicles.

We've got to deal more vigorously with the hit-and-run driver.

Drag racing and the setting aside of racing strips for miniature automobiles must not be permitted.

There is public support in New Jersey for strict, firm, and selective enforcement of the traffic laws.

GEORGE G. TRAVER

Executive Vice President of the New Jersey State Safety Council. Served as manager of the public relations department of the National Board of Fire Underwriters for nine years; served as manager of the Greater Chicago Safety Council in charge of its accident prevention program for fourteen years. Appointed to his present position in 1954.

Passaic's "NO DEATH" RECORD

The people of Passaic are very pleased with their record of no motor vehicle fatalities in 1960 and with the national and State-wide recognition that have been showered upon their city.

During the past forty-two years for which statistical data are available, traffic deaths have averaged annually a little more than ten for the first half of the period and a little more than five for the second half. Altogether, 284 persons had met death in traffic accidents during that time.

We must concede that the intelligent application of the three-"E" formula—engineering, education, and enforcement—is the sole factor contributing to Passaic's record.

Safety progress began in the mid-1940's with a traffic survey. With the aid of an engineer from the Motor Vehicle Division and a consulting engineer of the Passaic Police Department, the application of these recommendations was made. Engineering improvements, such as one-way streets, turn prohibitions, bus rerouting, traffic control signals, and safety islands, effected a radical change from the physical conditions preceding the traffic survey, and the resulting benefits were manifold.

Any radically changed traffic patterns require a degree of cooperation prior to approval and acceptance.

A common attitude of indifference on the part of the public, with unnecessary and unwarranted resistance from some quarters, made it necessary for us to supplement our engineering efforts by acquainting the public with the need for its cooperation in the improvement program.

The junior safety patrol program, bolstered by the giving of awards and certificates, has contributed to the result. More than 300 children take part in this program.

Another part of the program is the driver education course at Passaic Senior High School.

Crosswalk markings and the use of patrolmen and school marshals assist in the safe crossing of 10,000 school children daily.

The auxiliary police unit, when in training, is assigned to duty at crosswalks. At other times, regular patrolmen serve during rush hours at heavily traveled intersections.

Safety zones were established wherever pedestrians were subjected to unsafe crossing, at unusually wide or irregular intersections.

Before 1959, there was evident an air of laxity in traffic law enforcement. There followed a compulsory period of training for all patrolmen and superior officers, which was well publicized. There were some protests from the public, but, with the realization that strict enforcement was here to stay and that the patrolmen themselves were going to be held accountable for their activities, the program was accepted.

There was no newspaper campaign to improve public relations, but this need was stressed repeatedly to patrolmen.

The success of these measures was evident from a decrease in accidents and the unwonted lack of public protest for two consecutive years even when budget increases for patrolmen were being sought.

One of the most important factors in Passaic's fine record was the contribution made by the entire police department as directed by the chief and the superior officers.

Director of the Department of Public Safety of Passaic, New Jersey. Admitted to the New Jersey bar in 1930. Was magistrate of Passaic's municipal court from 1952 to 1955; elected Commissioner and Director of Public Safety in 1959.

HYMEN SIEGENDORF

Note: The complete text of each speaker's presentation is available. Please address requests to Traffic Safety Service, Division of Motor Vehicles, Trenton 25.

THE PEDES

During 1960, there were 248 pedestrians killed in traffic accidents in New Jersey. This was approximately one-third of the total of 741 traffic deaths during the year; for the past six years this has been the ratio with remarkable, although frustrating, consistency.

There is both a cause for pride and a continuing challenge in the record of the past twenty years, however, which shows a reduction of approximately 50 per cent in pedestrian fatalities. For example, in 1941, one of the worst years for traffic casualties on the streets and highways of the Nation, New Jersey recorded 472 deaths of persons on foot—almost 49 per cent of the total of 971 traffic fatalities that year. The mileage death rate based upon travel was 7.7.

Last year, the 248 pedestrian deaths were 50 per cent less than in 1941. Also, most encouraging was the fact that these pedestrian deaths were one-third the total traffic deaths of 741. The mileage death rate last year of 2.9 was the safest ever achieved in this State.

Despite New Jersey's high traffic density and population growth, our efforts toward a greater saving of lives in traffic must be carried on in a manner commensurate with the problem. The record of the past twenty years proves that it can be done. Yet it must be remembered that pedestrian hazards are greatest in urban areas; consequently, in New Jersey our safety efforts for the individual must include the creation of safer communities.

Traffic accidents involving persons on foot are a particularly acute problem because of the age groups involved. During 1960, a typical year, there were four age groups in which over 80 per cent of the pedestrian deaths occurred, distributed by ages approximately as follows:

65 years of age and over	91 or 37%
45 to 64 years of age	61 or 25%
5 to 9 years of age	26 or 11%
Under 5 years of age	23 or 9%

Consequently, while education must receive the major emphasis, there is an essential need for supporting programs of law enforcement and traffic engineering.

The urgency of improving driver attitudes concerning pedestrian safety cannot be over-emphasized. This is a fundamental part of the pedestrian safety effort.

TRIAN *Problem*

THE ELDERLY PEDESTRIAN

Although pedestrian accidents affect all ages, the elderly [illegible] represents the major part of the problem, as the record shows. Persons in this category require protection and understanding most of all. Their relatives and friends need to exert sufficient influence where possible to discourage them from walking in traffic after dark and during inclement weather when visibility is limited and pavements are slippery.

Educationally, the elderly pedestrian should be impressed with the need for making full use of protective devices, such as traffic control signals. He should strive to understand the problems which confront drivers in seeing and stopping in time to avoid pedestrian accidents. Many elderly pedestrians are persons who never were licensed drivers and, consequently, are unfamiliar with driving problems related to the pedestrian.

[illegible] The problem here is similar to that of the elderly pedestrian. Preventive measures are similar, too, although this group will prove to be more responsive to educational influences, in most instances. Paradoxically, the pedestrian victim in this age group is frequently a driver either leaving or going to his parked car.

THE SCHOOL CHILD AND PRE-SCHOOL CHILD

The need for school-child pedestrian protection consists mainly of two parts: to afford adequate protection to the child in the vicinity of the school during the times he is going to and returning from classes; to guarantee the child's safety when away from the school area and "on his own," so to speak. [illegible]

Therefore, the child's education for pedestrian accident avoidance must be concerned with these two phases. Again speaking in "twos," the [illegible] the home and be a part of the regular curriculum at school.

In the immediate vicinity of the school, it is essential that normal protective measures be employed so that motorists entering the area, particularly those unfamiliar with it, be given adequate notice of the need for care because of the proximity of the school. In addition to physical improvements, such as pavement markings and proper signing, children should have the

benefit of the protection afforded by school safety patrols and school crossing guards where circumstances warrant this type of protection. The child should receive instruction on the safest route to and from school and the safest method of crossing the street, including proper observation of signs and signals.

The street is not a play area, and children should be restricted to safe play areas. They should be warned against running off the curb into the street in a game, to chase a ball, or for any reason. It is important, too, that the hazard of entering the street from behind a parked car or other obstruction to a motorist's view be emphasized.

Safety education for children who use school buses is a continuing need. It is important that the child know the law regulating drivers of cars and school buses. He should also be taught to make certain that motorists have stopped, as the law requires, before he attempts to walk across a roadway to or from a school bus.

Pedestrian safety education for both children and adults must be based on a knowledge of that part of the State traffic law which applies to pedestrians. In addition, good safety practice which goes beyond the law should be familiar to all for their own protection.

Most importantly, it should be remembered that "education" consists of both precept and good example and that, for the safety education of the child, there is no influence in the world quite so powerful as that of good example. This is definitely an adult responsibility.

It is an appalling fact that 23 children under five years of age were killed by motor vehicles in New Jersey last year. This figure does not include the number who met death under the wheels of a car in non-public roadway areas, such as private driveways. For protection of these young children, parental instruction, supervision, and control are needed

Here is a real challenge to the community for effective safety education. Safety education can be taught to the pre-school child also by visiting nurses and older children already in school. However, there is a genuine need for an organized effort to make contact with parents of young children in the interest of pedestrian safety on a routine basis.

There are pamphlets, motion pictures, and related educational materials available, without cost, from the Department of Law and Public Safety, the Division of Aging, the P.T.A., and other organizations; speakers are available for safety meetings. There are also many State-wide organizations that provide a wealth of printed and other material for the safety of the pedestrian. Every community should ensure that these materials are used continuously for the safety education of its residents

ENFORCEMENT AND DRIVER RESPONSIBILITY

Any discussion of enforcement of the pedestrian regulations provided by the statute brings into prominence the responsibility the driver shares for the protection of the person on foot. Following are the statutory provisions which require the driver to yield the right-of-way to the pedestrian in certain situations:

39:4-32 (part of this section of the **Revised Statutes**). ". . . A pedestrian crossing or starting across the intersection on a "GO" signal (green light) shall have the right of way over all vehicles, including those making turns, until he has reached the opposite curb or place of safety, and no operator of a vehicle shall fail to yield the right of way to him."

39:4-35 "No operator of a vehicle shall fail to give the right of way to a pedestrian at a crosswalk where the pedestrian, having started to cross with the proper signal, finds himself within the intersection when the signal changes." The statutory definition of a "crosswalk" is given at this point for informational purposes: " 'Crosswalk' means that part of a highway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the shoulder or, if none, from the edges of the roadway; also any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface."

(It should be noted that the legal definition of a highway is: every way publicly maintained and open to the public for vehicular travel.)

39:4-36 "The driver of a vehicle shall yield the right of way to a pedestrian crossing the roadway within a crosswalk except at crosswalks when the movement of traffic is being regulated by police officers or traffic control signals, and except where a pedestrian tunnel or overhead pedestrian crossing has been provided . . .

"Whenever a vehicle is stopped at a crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle."

Where traffic is regulated by a police officer or traffic control signal the pedestrian should observe the signal commands and not interfere with the free movement of vehicles moving on the proper signal. Moreover, where special facilities are provided for the pedestrian, he is required to use them rather than interfere with motor vehicle traffic.

Drivers are required by the statute to drive in such a manner as not to endanger — nor be likely to endanger — any person at any time.

Another driver requirement on right-of-way is:

39:4-37 "Any blind person using as a guide a curved handle walking cane, white in color, and having a red base of six inches or more wide, or any blind person using as a guide a seeing-eye dog, shall have the right of way in crossing any highway or any intersection thereof, and all drivers of vehicles shall yield the right-of-way to such blind person although traffic on said highway or intersection thereof is controlled by traffic signals, anything in this act to the contrary notwithstanding. This provision shall not apply where traffic is specially directed by a traffic or police officer."

There are two other considerations which are in addition to the legal obligations of the driver, and these are:

1. The humanitarian consideration of protecting the young and elderly by using extra care when driving in locations where pedestrians may be expected, such as builtup areas where there may be parked vehicles or other obstructions to a safe distance for observing pedestrians about to step into the street.

2. Help to create a safe atmosphere at every intersection by approaching slowly and by being ready to yield the right of way to a pedestrian at all times, even beyond the requirements of the law. Elderly pedestrians say that they prefer to cross the street mid-block, because at such locations they need only be concerned with two directions of traffic, whereas at an intersection the turning movements of many vehicles are often confusing to them.

These are, in general, the more important ways in which drivers can fulfill their responsibility toward the pedestrian and at the same time help prevent pedestrian accidents.

The law respecting the driver's responsibility for pedestrian protection should be enforced in a manner similar to New Jersey's other rules of the road. This is basically essential and a "first-things-first" matter.

These provisions for yielding the right-of-way to pedestrians under certain conditions are like most other enforcement procedures in that they require action based upon uniformity, reasonableness, and understanding.

ENFORCEMENT AND PEDESTRIAN RESPONSIBILITY

Apparently there is considerable misunderstanding about the role of the pedestrian in relation to New Jersey's traffic law. There are five sections of the law specifying eight ways in which a person on foot may be in violation and subject to the general penalties (a fine of not more than $50.00 or imprisonment for a term not exceeding 15 days or both) provided also for motorists. Three other violations for which a pedestrian may be penalized are "hitchhiking," soliciting sales (both punishable by the general penalties), and being a disorderly person, which is self-explanatory and includes intoxication (which may entail more severe penalties).

The eight ways in which a pedestrian may be in violation of the traffic law are as follows:

1. By crossing a roadway against a red signal or the stop signal of a police officer.
   R. S. 39:4-32 requires a pedestrian to obey the direction of a public or traffic officer, or an official traffic control device.

2. By crossing at a point other than a crosswalk where traffic is directed by a police officer or traffic signal.
   R. S. 39:4-33 requires that a person cross only at a crosswalk where the protection of a police officer or signal is provided.

3. In a manner similar to the above regulation, a pedestrian is required to use a crosswalk when available even though traffic is not being controlled by a police officer or signal.

4. In the absence of a crosswalk, a pedestrian shall cross only at right angles to the roadway or straight across.
   These two provisions, 3 and 4 above, come under R. S. 39:4-34, which also sets forth two other very important safety requirements:

5. When a pedestrian crosses a street or highway at a point other than a crosswalk, the pedestrian must yield the right-of-way to all vehicles on the roadway.

6. Where there are no sidewalks or paths provided for pedestrian use, pedestrians shall, when practicable, walk only on the extreme left side of the roadway or its shoulder and face approaching traffic. Where sidewalks are provided, it is unlawful for a pedestrian to walk in the roadway.

7. Probably the most important pedestrian regulation of all is contained in R. S. 39:4-36, which provides in part that "no pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."

8. The fifth section of the law regulating pedestrians—R. S. 39:4-36.1— provides that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

There is only one situation under New Jersey law whereby a pedestrian is prohibited from crossing a street or highway, and that is against a stop sign of a police officer or traffic signal. All the other seven regulations just cited provide for the way in which the pedestrian may cross, including the all-important provision that the pedestrian yield the right of way to all vehicles on the roadway under certain conditions.

It has been suggested that the statute be amended to restrict a pedestrian's crossing a roadway to certain designated points. However, such restrictions have been deemed to be impractical as a State-wide regulation and, consequently, should be a matter of municipal regulation by approved ordinance wherever such specific restrictions are deemed locally necessary and will be enforced.

Since the State-wide pedestrian program advocated by the State Coordinating Council on Traffic Safety does not seek arrests, but pedestrian compliance, it is suggested that police action be preceded by educational efforts, as conference speakers have recommended. When the attitude of the pedestrian violator demands enforcement action either for a violation of one of the pertinent sections of the law or for being a disorderly person, it should be taken at once.

In the past, enforcement officials have been unwilling to make pedestrian arrests, principally because:

1. It was feared that there was not sufficient public support for such action.

2. In the absence of uniformity of such action by municipalities, individual communities were often reluctant to "go it alone."

3. In some areas, it was thought, the magistrates might not fully back the enforcement officer making the arrest.

However, there is no evidence that any such lack of support exists, and, because of the seriousness of the pedestrian problem, there is every assurance of all needed support for an enforcement program wherever such action is necessary.

There must be an adequate educational program preceding enforcement, and it can be assumed that voluntary compliance will occur in most cases. Such an educational program will reduce the need for enforcement action.

Adequate police training is a necessary part of the pedestrian education and enforcement program. This is a long-range program, but it should be undertaken without delay in the interest of a drastic reduction in deaths on our streets and highways and the expedition of traffic generally.

MUNICIPAL PILOT PROGRAMS

New Jersey's efforts to regulate pedestrian traffic in the interest of the pedestrian's safety and the expedition of traffic go back over a long period of years. The fact that pedestrian deaths have been reduced by 50 per cent in New Jersey during the last twenty years is definite proof that pedestrian lives can be saved.

To this end, the State Coordinating Council on Traffic Safety requested that studies be made to determine a formula which might be applied in all New Jersey communities in the interest of greater pedestrian safety.

Consequently, in the fall of 1960, the safety officials of four typical New Jersey communities which would provide proper geographic representation were asked to conduct further studies on pedestrian regulation.

These four typical communities which readily agreed to participate in this program were Teaneck in Bergen County, Bloomfield in Essex County, Trenton representing the central area of the State, and Camden the southern area.

The simple and realistic procedure which these four communities were asked to adopt was as follows:

1. The appointment of a special committee under the chairmanship of the Director of Public Safety or comparable official to organize and guide the program over the experimental period, generally agreed to last from six months to a year.

2. A broad and intensive educational program within the community, involving all media of communications and public support.

3. An educational program spearheaded by the police department, whereby all pedestrians observed to be in violation of the law or walking dangerously would be so advised by the police officer. The schools, churches, and other agencies would be asked to participate above and beyond their usual interest in safety programs.

4. Traffic engineering improvements would be adopted, wherever feasible, for the added protection of the pedestrian. These would include signs, signals, markings, and, where surveys indicated the need, improved street lighting.

5. Enforcement action by the police, following the educational program, which would be somewhat brief with respect to drivers, but would remain in effect over a more extended period for the person afoot.

The participating municipalities have not been restricted in the methods employed, because every means of gaining better public compliance with pedestrian regulations is sought.

The results of these special efforts are being carefully evaluated with the objective of formulating a proven formula for adoption by all municipalities in the State.

In the interim, pedestrian safety requires that similar action in other areas of the State be taken to curtail to a greater extent pedestrian casualties on our streets and highways.

THE *Alcohol* FACTOR IN TRAFFIC ACCIDENTS

In New Jersey, Attorney General David D. Furman has initiated an Alcohol Determination Program for all traffic fatalities excepting those under 16 years of age. This procedure follows the pioneering work of Dr. William C. Wilentz, Chief Medical Examiner of Middlesex County, who studied the alcohol factor in relation to the victims of violent deaths, including motor vehicle deaths, over a period of twenty years and more.

New Jersey's findings during the first quarter of 1961 have been termed "alarming" by the Attorney General. The studies show that 54 per cent of the driver, pedestrian, and passenger fatalities who were examined had been drinking at the time of the accident. Even more disturbing was the finding that 50 per cent of these fatalities known to have had alcohol had more than 0.15 per cent, which is the statutory indication of intoxication. The remainder had varying degrees of alcohol, with only 9 per cent having under 0.05 per cent, as a tabulation shows later.

Several recent studies of traffic accidents in different parts of the Nation confirm New Jersey's findings. They show that alcohol is an important factor in casualty accident occurrence. These surveys indicate that the alcohol factor was present in one-half of the accidents studied, and in one-third of them the driver or pedestrian responsible was under the influence of alcohol. The conclusion which followed and was reported by the American Medical Association was that traffic deaths and injuries could be prevented to a substantial degree by the elimination of the alcohol factor.

In addition to New Jersey's findings of the extent of alcohol in fatal accident cases, it was most disturbing to find that such a large number of drivers who had been involved in these accidents were not examined, although circumstances indicated an alcohol factor in many of them. For example, passengers killed in six of the accidents had an alcohol factor, and, although the drivers of the vehicles they were in were found to be responsible for the accident and there were other indications that alcohol might be present, no tests were made on these drivers.

There was a total of 189 drivers involved in the 123 fatal accidents which brought death to 133 persons in New Jersey during the first three months of 1961. Forty-four of these drivers were killed, and 37 were given post-mortem examinations. Of those examined, 24, or 65 per cent, were alcohol positive. Of the 145 drivers who were not killed, only 17, or about 12 per cent, were tested: 7 were positive, 10 negative. The remaining 128 drivers involved, or 88 per cent, were not tested for alcohol. In addition, six of the drivers killed were not examined, because death occurred more than six hours after the accident—the time limitation by an international agreement for making post-mortem examinations for alcohol.

Responsibility for causing the accidents in which they were involved was attributed by investigators to all 24 drivers who had been drinking and to 8, or 57 per cent, of the drinking pedestrians. Three of the drinking pedestrians were found to have shared the responsibility for the accidents in which they were killed, while two of the drinking pedestrians were deemed not at fault. Fault in one pedestrian fatality was not determined by investigators.

Following are additional findings developed by this alcohol study which have significance in terms of prevention programs:

- Most drinking drivers were in the age group 41 to 50, with the 21 to 30's next. There were four drivers, or 17 per cent, under 21 years of age. Half of the drinking pedestrians were in the 51 to 60 age group.

- Alcohol and nightime is a dangerous combination on the road. Of the 44 fatalities definitely identified with drinking, 38, or 86 per cent, resulted from after-dark accidents. There were 21 in the early morning hours and 17 in the dark hours before midnight. All drinking pedestrian and drinking passenger fatal accidents took place at night.

- Week-ends were the days on which half the drinking pedestrians were killed; Saturdays and Sundays accounted for 42 per cent of the drinking driver fatalities. Weekdays (or nights) were the time for 58 per cent of the drinking driver accidents.

- Sixty-four per cent of the fatal accidents involving alcohol occurred on State highways, and 30 per cent were on county roads. Two-lane roadways accounted for 59 per cent, and 34 per cent were on divided roadways. This applied to fatalities of all types involving drinking.

- As to speed zones—both actual and theoretical—30, or 68 per cent, of the fatalities involving drinking occurred in 50 MPH zones; 20 per cent were in 25-50 MPH zones; and 12 per cent in 25 MPH zones. Only 8, or 18 per cent, of these fatal accidents occurred at intersections; all others were between intersections.

- The record of weather and road conditions fails to disclose any change in accident incidence under adverse conditions.

- Passenger vehicles predominate almost exclusively in drinking-driving accidents. There were only three cases reported of delinquent inspections. All other vehicles, with the exception of four unknowns, had been inspected and were apparently in safe operating condition.

- In the 12 single-vehicle accidents in which 12 drivers were killed, five passengers were injured.

- The 12 drinking drivers killed in collisions with other vehicles also brought death to one passenger and injury to seven others in their vehicles. In the vehicles collided with, one driver was killed and nine were injured; there were three passengers injured in other vehicles.

CONDENSED REPORT OF FINDINGS

JANUARY TO MARCH 1961

I. PERSONS KILLED

DURING THIS PERIOD 133 PERSONS WERE KILLED IN 123 FATAL ACCIDENTS OF THE FOLLOWING TYPES:

Type of Accident	Total	Driver	Passenger	Pedestrian	Bicycle	Number of Accidents	Per Cent
Pedestrian	58	—	—	58	—	58	47%
Single vehicle	34	20	10	—	4	31	25%
Other vehicles	41	24	17	—	—	34	28%
Totals	133	44	27	58	4	123	100%
Per cent	100%	33%	20%	44%	3%		

II. POST-MORTEM EXAMINATIONS

A. Examinations were **not** made in the following cases:

Fatalities	Total Number	Under Age 16	Over 6 Hours*	Misc. Reasons
Drivers	7	—	6	1
Passengers	14	3	11	—
Pedestrians	30	15	15	—
Bicyclists	3	2	1	—
Totals	54	20	33	1
Per cent of persons killed	41%	15%	25%	1%

*An international convention, in the interest of uniformity of alcohol findings, calls for post-mortem examinations only when a person dies within six hours after an accident occurs.

B. Post-mortem examinations which were made show the following results:

Fatalities Tested	Number	Negative	Positive	Number of Positive Cases in Each Alcohol Level Range: .01-.04%	.05-.09%	.10-.14%	.15-.24%	.25% & Over
Drivers	37	13	24	4	5	3	9	3
Passengers	13	7	6	—	2	—	4	—
Pedestrians	28	14	14	—	3	2	4	5
Bicyclists	1	1	—	—	—	—	—	—
Totals	79	35	44	4	10	5	17	8
Per cent	59%*	44%**	56%**	9%	23%	11%	39%	18%

*Per cent of total fatalities.

**Per cent of fatalities tested.

C. Time of death of cases examined:

	Total Tested	Dead on Arrival	Within 6 Hours
Drivers	37	28	9
Passengers	13	9	4
Pedestrians	28	22	6
Bicyclists	1	1	—
Total	79	60	19

It will be noted that about 76 per cent of the fatal accident victims who were examined died immediately after the accident.

III. DRIVERS INVOLVED

Of the total of 189 drivers who were involved in the 123 fatal accidents during this period, the following tabulation shows that alcohol tests were not given to 135, or 71 per cent. Of the surviving drivers, only 17, or 12 per cent, were tested showing 7 positive and 10 negative. 128, or 88 per cent, of the surviving drivers were not tested.

DRIVERS		Tested: Positive	Tested: Negative	Not Tested
Killed	44	24	13	7
Surviving	145	7	10	128
Totals	189	31	23	135

ALCOHOL DETERMINATION

New Jersey's Alcohol Determination Program was initiated by Attorney General David D. Furman, and procedures were established following the recommendations of three committees which participated in developing the program.

These committees were:

- The Committee of County Medical Examiners, comprising the following members:
  Dr. William C. Wilentz, Chairman
  Middlesex County Medical Examiner

  Dr. Edwin H. Albano
  Essex County Medical Examiner

  Dr. Vincent P. Butler
  Hudson County Medical Examiner

- The Society of Pathologists' Committee, comprising:
  Dr. Seymour Werthamer, Chairman
  Lakewood, New Jersey

  Dr. John Forestiere
  Denville, New Jersey

  Dr. Aaron P. Gewanter
  Somerville, New Jersey

  Dr. Abraham Gitlitz
  Jersey City, New Jersey

  Dr. Solomon Weintraub
  Trenton, New Jersey

- The New Jersey Association of Clinical Laboratory Directors' Committee, comprising:

  Benson Rosenberg, Chairman
  Elizabeth, New Jersey

  Bernard Kaplan
  Morristown, New Jersey

  Augustine Liotta
  Long Branch, New Jersey

Dr. Elmer L. Shaffer, Director of Laboratories for the State Department of Health, together with his assistant John J. Nelson, established and conducted accreditation procedures for participating laboratories and a program of continuing qualification.

PROCEDURES

The program calls for the making of a post-mortem examination of all traffic fatalities on persons 16 years of age and up by the County Medical Examiner or County Physician, as the case may be.

The committees have established a uniform procedure for obtaining specimens of spinal fluid or blood, if this had been the procedure before the program was fully inaugurated. The Modified Cavett procedure is followed to make alcohol determinations. The program has established uniform methods for collecting, preserving, and transporting specimens and provides a uniform time factor in conformity with the international convention for performing post-mortem examinations on victims who died within six hours after the accident occurred.

Dr. Shaffer's office also assists the laboratories with respect to materials and procedural determinations.

Laboratories which have been selected to participate in the Alcohol Determination Program have received certificates of accreditation.

For some of the ideas expressed in this section, we give grateful acknowledgement to the National Safety Council for its series of booklets, "Men and Motives in Safety Supervision."

No Traffic DEATHS!...

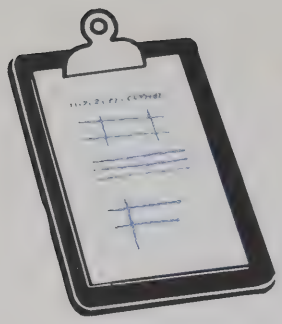
Passaic, New Jersey, a city of 54,000 people, was one of the three large cities in the nation to complete the year 1960 without a traffic death. The other two cities reported by the National Safety Council were Medford, Massachusetts (pop. 65,000), and University City, Missouri (pop. 51,200).

A crowning achievement in traffic safety, this represents the attainment of all the objectives of this and previous Governor's Traffic Safety Conferences and of the many other kindred activities for the conservation of lives, health, and property on our streets and highways. We wish to add our congratulations to the national recognition and acclaim which have already been bestowed upon the people and officials of the City of Passaic and to review some of the more important activities which can enable other municipalities to attain this distinction.

Passaic's Director of Public Safety, Hymen Siegendorf, outlined Passaic's successful formula at the Conference, which is quoted in the chapter of this report entitled "Conference Highlights." Here in greater detail we describe Passaic's principles and procedures and present additional means by which a similar traffic safety program may be developed in almost every New Jersey community.

The procedures described by Director Siegendorf can be formulated in a five-point program as follows:

1. A traffic survey of the community.
2. Traffic engineering assistance from the Motor Vehicle Division.
3. Application of the 3-"E" formula as indicated.
4. Perseverance and continuity of program.
5. Police training and accountability.



TRAFFIC SURVEY

"There's magic in a survey" is a frequently quoted axiom on the importance of an objective stocktaking, or inventory, as a first step in appraising any activity. Experience has proved again and again that a survey is an essential part of the evaluation of a community's traffic safety status and, in addition, a guide to needed program activities.

Director Siegendorf stated that Passaic's initial survey was made in the mid-1940's by a two-man team of traffic engineers, one from the State Motor Vehicle Division and the other a consulting engineer of the Passaic Police Department. From the resulting report on traffic conditions then prevailing, an improvement program was put into effect in August 1947.

Probably few communities in New Jersey had anything like the problem which confronted the officials of Passaic because of the tracks of the Erie Railroad, which cut "through the very heart of the City," to quote Director Siegendorf. The survey showed that 72 per cent of all intersection accidents in the city were occurring at these railroad crossings. Physical changes undertaken on the basis of survey findings, such as one-way designations, turn prohibitions, bus rerouting, and related improvements were put into effect, and a dramatic reduction in traffic accidents followed.

Traffic surveys based on available accident data as well as studies of congestion will invariably result in indications of the manner in which traffic safety and expedition can be improved. Such improvements as modernization of traffic control signals, better pavement markings, speed zoning, designations of through and one-way streets, and elimination of curb parking in certain areas, are usually found to be the more important needs. Where traffic volumes are heavy and there is evidence of a high pedestrian accident incidence, the need for improved street lighting is often indicated.

There are no known shortcuts in any safety program to the application of the three "E's" of engineering, enforcement, and education. Needed engineering improvements will be obvious in most cases following the engineering survey. The other two elements of enforcement and education, while not easy to evaluate precisely, do involve standard procedures which are essential.

ENGINEERING ASSISTANCE

Recognition of the importance of the State's contribution to the municipality through engineering assistance was most gratifying.

In carrying out the provisions of the statute which require the approval of the Director of Motor Vehicles for traffic regulations, the Motor Vehicle Division is enabled to maintain most desirable and effective standards and methods of traffic control.

When municipal officials avail themselves of the guiding service of the Division, with respect to traffic matters, greater uniformity and understanding prevail.

Engineering improvements are discussed in more detail in Chapter V, "Conclusions and Recommendations."

ENFORCEMENT

An indispensable part of any traffic improvement program, which was recognized by Passaic officials, is police training. Consequently, in 1959 Passaic inaugurated a compulsory

training program, and all patrolmen were required to attend two sessions each week over a period of three and a half months; a similar program was established for superior officers.

Training of supervisory personnel should be made the first part of any police training program with particular emphasis on public relations and personnel relations. This necessitates the inculcation of a thorough understanding of the application of selective enforcement techniques. Such a program should treat of accident investigations and reports, the special problems connected with the alcohol factor, the pedestrian problem, and court appearances and procedures.

An interesting part of Passaic's enforcement activities was reported as being a plan whereby each individual patrolman was held accountable for the manner in which his individual job was performed. This would involve the supervisory relationship of higher ranking officers over patrolmen, the importance of which is often overlooked.

POLICE SUPERVISION

The saying, "A stream doesn't rise any higher than its source," is certainly applicable to traffic safety responsibilities and attitudes in the community. A successful improvement program requires the same interest on the part of top-ranking officials as is expected of each member of the police organization. This emphasizes, too, the importance of the role of the superior officer.

One of the first things the superior officer must have is a standard policy and procedure. It is essential, too, that the program be designed on the basis of recognized traffic safety criteria; above all, it must be uniform and coordinated with the programs of surrounding communities insofar as possible. If we expect the motorist to cooperate with the police in an intelligent manner, he must be treated in an intelligent way. When the motorist is informed about what is expected of him while driving in New Jersey and if he finds uniformity of regulations and procedures wherever he goes in the State, it can be assumed that he will cooperate to a greater degree than when confronted by diverse and confused conditions.

Granting that formal training courses for patrolmen are essential, if the officers are going to perform properly their duties to the public and to themselves, probably the most important educational influence is that additional tutoring which the superior officer can and should carry out on a day-to-day basis throughout the year.

The superior officer and the patrolmen under his command can exert the greatest influence for traffic safety on drivers and pedestrians.

The Superior Officer

The superior officer has to be a professional in working with people.

First he must have a program, then set an example. He must be a teacher and, finally, be the boss.

The men working under a superior officer expect him to be the boss and expect him to tell them how he wants the work done. In other words, what we need most of all is teamwork and leadership.

It is this teamwork directed toward helping the traveling public to be safe which is going to solve the traffic accident problem. Of course, most important of all is the continued reiteration of the public's part in the improvement program and explanations as to how the individual can best cooperate.

The superior officer has an important job. Among other things, it is a three-way teaching job:

1. He must teach himself all the important things he needs to know about traffic and safety. He takes training courses, but in the final analysis it is his own interest and follow-up that make him the expert which he's got to be.

2. He must teach his men all he knows about the subject. This isn't simple because the men under his command usually have varying degress of ability and training. Sometimes they are indifferent. Sometimes they forget. Then, too, they don't always apply what they've learned.

3. He must instruct his subordinates in such a way that they in turn will inform and influence the traveling public for safety. This is his most important function.

Of course, the main objectives of this education and training are the creation of proper attitudes and the correction of any idea that, because unsafe attitudes are wrong, persons are to be punished for having them.

Attitude is a habit of thinking which usually leads to a certain kind of behavior. It's a little difficult not to become angry with people who have decidedly wrong attitudes which threaten not only their own safety but that of others as well. The big job, however, is to try to understand such individuals and to change wrong attitudes.

Nearly everyone agrees that one of the most common forms of improper attitude, with respect to traffic safety, is: "It can't happen to me."

Since people don't change their opinions easily—particularly, upon request—it is probably better to think in terms of instilling safe attitudes rather than of removing unsafe ones. Consequently, the following outline is suggested as a means of bringing police teamwork to bear on the task of removing unsafe attitudes by injecting safe ones and otherwise winning friends and influencing people for traffic safety.

The traffic safety program must be based upon facts and not opinions. Accident causes are many and complex with several factors in inter-relation in many situations. However, opinions are even more confusing and are certainly of no worth unless substantiated by facts. Facts come from proper accident investigation wherein causes are scientifically determined. The superior officer must know accident facts, help secure them by proper accident investigation and analysis within his jurisdiction, and then ensure that the facts are used in guiding the safety program.

Although each accident that occurs seems different from any other, most accidents conform over a period of time to definite patterns. In most of these patterns it is found that the accident didn't "happen"; it was "caused

It isn't always easy to discover the cause, but usually it will fit one of these categories:

A. Most unsafe acts that occur on the road result from the fact that someone with a normally good attitude does something wrong impulsively or absent-mindedly. The person **forgot**, so he says; or he may reply, "I don't know," in explanation. He is probably being perfectly honest. It's easy to lose patience with such a person, but this won't help.

This kind of thing is usually called "carelessness," and the offender is admonished in relation to his penalty or warning to "be more careful." This usually doesn't help either. Whether because of illness, worry, daydreaming or what-have-you, the temporary distraction must be specifically diagnosed and corrected.

B. Probably the second category, in terms of frequency of errors and violations, is the situation or combination of circumstances wherein making an error or acting unsafely is an easier and more natural thing to do than doing the right thing. In other words, situations in which it's difficult for a driver or pedestrian to do the safe thing. Improper traffic signals, obstructed sight distances, confusing signs and markings, and unrealistic speed limits are just a few of the more common conditions that frequently lead to error, violations, and accidents.

Unsafe acts **cause** accidents, but correcting unsafe conditions **prevents** them. Everyone knows that people make mistakes; error is a human attribute. Consequently, the correcting of such conditions will ensure that human errors are as few as possible.

C. The third, and possibly the most dangerous, category includes those with antagonistic attitudes, those guilty of serious offenses, the so-called accident-prone, and those who lack proper knowledge or skill.

While the drivers and pedestrians who would fit in this group represent a minority, they probably account for a greater number of serious accidents than any of the three categories.

Consequently, from the viewpoint that the traffic problem is primarily a problem in human relations, each of the three categories described above in A, B, and C is subjected to further comment in terms of correction.

A GROUP — As previously stated, this group contains the vast majority of highway users, who are normally of good attitude and abide by the laws, but who are naturally subject to human errors and omissions.

Probably one of the most frequent causes of trouble for this

group is haste. Other distractions to normal behavior include anxiety and related human emotions that tend to make a person act sometimes in an irresponsible manner.

When safe habits are established, even those who tend to daydream or to be distracted will act safely under most circumstances.

B GROUP — There isn't much more that can be said here about this category except what has already been discussed.

Physical changes in the community should be designed to protect people against their own mistakes and those of others.

Other elements which go to make for a safe environment include the safe and courteous acts of motorists on the road and the good example shown by persons of consequence to whom others look for guidance.

C GROUP —

1. Those lacking adequate knowledge or skill

It is believed that a very small proportion of our problem people get into trouble because of inadequate knowledge or skill. In any event, this is the nub of this problem:

a. To determine whether this is actually the case with respect to any individual.

b. To provide for rehabilitation, if found to be the case.

c. To take license revocation action, if educational and other efforts at rehabilitation fail.

Naturally, penalties are not going to help in such cases. A request to the Division for re-examination or referral to a local violators' school, if one is available, should be the recommended procedure.

2. The accident-prone

Not all persons are problems, but most have some personal peculiarity. Some are different because they have one accident after another and are usually referred to as being accident-prone. However, it's generally agreed that this doesn't mean that they are one and all of a type. It will usually be apparent that persons who have many accidents are of many different kinds and that their accidents

result from many different causes.

With persons in this group, it seems primarily to be a matter of determination and rehabilitation. Making traffic conditions safer for them would also help. License revocation is the only recourse when all other efforts fail.

3. Serious offenses

Deliberate, dangerous acts in traffic are inexcusable. Sometimes serious offenses are committed by persons who normally are conscientious and possess good attitudes. For example, a drinking and driving offense may be less willful than due to circumstance.

In either case, however, duty and the law are clear.

Only in this manner can serious offenses be discouraged.

4. Antagonistic attitudes

Though wrong or unsafe attitudes can be corrected, one of the necessary steps in this process is enforcement action. Subsequent steps in the process to instill safe attitudes will usually have greater, if not complete, success. No matter what educational process is applied to persons with bad attitudes, enforcement action in the first instance, just as for serious offenses, should be sure and swift.

EDUCATION

Of all the three "E's," the educational factor probably has the greatest potential as an effective prevention method since it is the one applicable to all ages and also because of its essentiality in achieving the full effectiveness of the engineering and enforcement factors.

This approach can be divided roughly into three general groupings: namely, school programs for the young; general adult education for most of the population; and special programs for the elderly, the physically handicapped, and other special groups. There is need also for more public information in support of enforcement programs as well as a greater understanding of the need for proper use of engineering improvements.

CONTINUITY

The need for perseverance in the face of public protest was also described as an integral part of Passaic's successful program. It is essential that the public be informed of the need for traffic improvement and public support and that they be told the manner in which it can and will be achieved.

Conclusions and RECOMMENDATIONS

Acting upon the various principles and recommendations stated and implied by the highly qualified and experienced persons who addressed the Conference, the Governor's Conference Committee arrives at the following conclusions in the form of an action program.

ENGINEERING

As a prelude to the program itself, the Committee wishes to remind all county and municipal safety officials of their responsibilities for the advanced planning, coordination, and accomplishment of modernization programs having to do with the construction of new facilities dictated by the ever-increasing volume of traffic. These include new roadways, off-street parking facilities (including provision for adequate parking in connection with new buildings), and modernization of "downtown" sections with emphasis on the convenience and safety of the pedestrian and the fuller use of mass transportation facilities. The pedestrian "mall" is an example of a modernization program of this type now in the experimental stage. Coordination on a regional or county basis is an essential part of such traffic improvement planning.

It is unnecessary to remind local officials of the difficulty in keeping abreast of ever-increasing traffic volume needs. Rarely is a new traffic facility completed and opened to traffic

but that it does not immediately have traffic loads which were anticipated to lie in the remote future. Consequently, planning needs are ever present and urgent.

However, the most immediate and widespread need concerns the safety and expedition of traffic on existing roadways, both county and municipal, which represent some 94 per cent, or about 25,000 miles, of the State's total street and highway mileage and carry almost two-thirds of all motor vehicle travel within the State.

Economic factors have a considerable influence upon any program of modernization either through new construction or the improvement of old facilities. Towns and cities are usually judged by non-residents on the quality of their traffic control and regulation procedures. Nothing "dates" a town more than antiquated traffic control equipment and a lack of modern regulatory methods; traffic congestion and careless and inconsiderate driving also create an unfavorable atmosphere that people avoid if they can; finally, a town where reasonably convenient off-street parking facilities are not available is usually remiss, too, in providing adequate facilities for the safety and expedition of traffic.

In New Jersey, the statutes require approval by the Director of Motor Vehicles for any traffic regulation. Designed to ensure uniformity, this is also an important means for establishing standard criteria for regulatory devices and procedures. Regulations which have not been approved are illegal.

THE SURVEY

A traffic survey is a necessary beginning for the development of an orderly traffic control system in a community and is the only means by which progress or status may be evaluated. Once a modern program of traffic expedition and safety is launched, an evaluation should be made at intervals of two to five years, in most cases.

When a traffic survey is made for the first time, a review of the legality of the existing ordinances or regulations should be the first step. The Motor Vehicle Division will assist with such a review, upon request, for the purpose of aiding in the approval process where found necessary.

Next is the engineering survey itself, directed at improving high accident locations, expediting traffic at known bottlenecks, and preparing the kind of over-all traffic improvement plan usually found necessary in most towns and cities.

THROUGH STREETS • A through street network, as the term implies, is a system for concentrating and expediting through traffic with greater safety on roadways best suited to this purpose.

ONE-WAY STREETS • Another means for improving the safety and expedition of traffic is properly designated and controlled one-way streets. Designations of this type should be restricted to streets where warrants fully justify such action.

TRAFFIC CONTROL DEVICES • Traffic signals which improve the free flow of traffic and related devices including signs and markings should be uniform and of a type meeting national standards. In addition, reflectorization should be used wherever practicable to improve the safety of night driving.

PARKING REGULATIONS • Curb parking restrictions, with angle parking prohibited except in very unusual locations, will aid materially in expediting traffic with safety. Off-street facilities are a "must" in most communities; among other advantages, they provide for vehicle storage on other than travelable traffic lanes.

STREET LIGHTING • Improved street lighting has assisted in pedestrian accident prevention and aided areas with heavy vehicular traffic.

SPEED ZONING • The New Jersey statutes provide for changing the two limits of 25 and 50 MPH by the authority having jurisdiction over any roadway on the basis of a proper investigation and subject to the approval of the Director of Motor Vehicles. Every county and municipal jurisdiction should include speed zoning in its surveys for the safer and more expeditious movement of traffic.

These are among the more important objectives of a traffic engineering survey. Other improvement methods are available for specific types of traffic problems which will be readily disclosed by the survey.

It should be remembered that both immediate and long-term programs are essential and need to be coordinated with surrounding municipalities or adjacent counties, as the case may be.

ENFORCEMENT

The enforcement part of the 3-"E" formula is the surest and quickest means of influencing people and winning friends for traffic safety when it is organized and conducted in a proper manner. Even more importantly, it is the only way whereby that relatively small minority of drivers who will not otherwise cooperate can be brought into line.

But the full success of enforcement, with currently available personnel and equipment, is not being realized because of the lack of "selectivity" in its application. A program of selective, or qualitative, enforcement, as opposed to the mere quantitative aspects, is one of traffic safety's greatest needs.

The first requisite for a proper selective enforcement program is police training. This includes the training of supervisory personnel on a "first-things-first" basis together with a continuing program for patrolmen. A modern selective enforcement program cannot be effectively conducted unless those who are responsible for its supervision are adequately trained in modern enforcement methods and fully understand and support the true meaning and importance of "selectivity."

Much of the enforcement being conducted is not only not fully achieving its only justifiable function of accident prevention but is actually at odds with the kind of all-out public support the whole program so badly needs.

A police training program, sufficiently broad in scope and designed to instill proper attitudes as well as to impart knowledge on uniform methods and procedures, is long overdue.

POLICE TRAINING

Police training for traffic safety presupposes a thorough indoctrination in basic police science. Then, the traffic preparation must include every possible emphasis on public relations, a thorough understanding of Title 39 of the **Revised Statutes**, including knowledge of the powers delegated to counties and municipalities for traffic regulation, a knowledge and appreciation of the scope, significance, and limitations of available traffic accident statistics, and an understanding and appreciation of the significance and importance of selective enforcement.

In addition, there are three areas of major importance that should receive every possible training emphasis. These are:

1. ACCIDENT INVESTIGATION • This includes instruction in the immediate collection and reporting of all pertinent information. The accident encompasses the driver (or pedestrian), the vehicle, the roadway, and in addition other relevant circumstances such as weather conditions, traffic conditions, time of day or night, etc. To know whether a driver (or pedestrian) was under the influence of alcohol, for example, is most essential. Finally, the determination of fault in the accident, followed by proper punitive action for any traffic violation, is the most important single element in a good enforcement program. The detection of violations which would probably produce accidents is an important enforcement function, but it is equally important that the person who actually causes an accident should answer for his violation.

It should be remembered that every accident prevention program including the 3-"E" formula must depend for its effectiveness upon the facts of accident occurrence as disclosed by thorough and complete accident investigation.

2. THE ALCOHOL FACTOR • If any doubt exists on the part of safety officials about the extent to which beverage alcohol is directly associated with traffic accident occurrence, then the New Jersey statistics as shown in the chapter on this subject should be most informative.

On the basis of the results of post-mortem examinations of traffic fatalities in this State thus far in 1961, it is apparent that the alcohol factor is present in over 50 per cent of the fatal accident cases. In half of these cases, the alcohol content was in excess of the liberal 0.15 per cent intoxication level.

Consequently, the training of the police officer in the special problems connected with the detection, apprehension, and conviction of these drinking and driving violations should be an important part of the curriculum.

This is another side of the traffic accident problem that is apparently much larger than most people imagine. Its many technical aspects are additional reasons for its being stressed very strongly in the training program.

3. THE PEDESTRIAN PROBLEM • When a particular kind of traffic accident accounts for more than one-third of the State's traffic deaths and a much larger proportion in many of our areas, it becomes a problem requiring thorough consideration.

The importance of the role of the police officer in pedestrian protection has already been indicated.

Because of the large proportion of elderly persons and children involved, a very special public relations training program should be provided for all police officers on how to handle pedestrian violators. Also, the training program should include police procedures for gaining driver cooperation in pedestrian protection.

These are the more important elements of instruction and training that every police officer should have in addition to his basic indoctrination in general police duties.

It will be noted that much emphasis has been placed upon public relations. This is a very important part of a traffic safety program—to gain public support and cooperation. Without these, little in the way of lasting improvement can be accomplished. As stated, the topics listed are not all-inclusive. Additional subject matter can profitably be added to the curriculum of a continuing police training program in traffic improvement. For example, the detection and apprehension of violators driving after revocation of their licenses is an extremely important subject for the police officer's training program.

In Chapter IV, there is an outline of the role of the superior officer in the training and supervision of the patrolmen under his command. Here is where enforcement succeeds in the true meaning of the term—or fails.

Finally, reference should be made in the course of the training program to routine traffic duties that can be reassigned and thus free patrolmen for the performance of selective enforcement functions. These include the use of automatic traffic signal controls, school crossing guards, and special methods of parking regulations.

A discussion of enforcement would not be complete without reference to court procedures and penalties. In New Jersey, we can be justly proud of our accomplishments, although, as in all other human affairs, further improvements have been proposed.

Police training must include information on the manner in which the police officer can assist the magistrate in the proper disposition of traffic cases. This is particularly the case in such matters as drinking and driving violations, accident causation as a result of violations, and pedestrian violations.

In this respect, the educational and deterrent values of enforcement should be emphasized. Violators' schools have been suggested as a means of giving added educational value to the enforcement program. Experimental programs are planned which would be coordinated with the State's driver improvement program for this purpose.

EDUCATION

In addition to its important place in the 3-"E" formula, education is associated with [illegible] purpose of traffic safety and accident prevention. Eduation for traffic safety starts with the parent of the pre-school child, and, as emphasized so many times at the Governor's Conference, the good example the parent sets for the child is a most powerful and needed educational influence.

The safe use of our streets and highways is a matter treated repeatedly in our schools from first grade on up. These instructions cover pedestrian hazards and the rules for safe walking, how to board and leave a school bus, what to do as a member of the school patrols, safe bicycling, and related safety activities; at the high school level there is the driver education program for beginning drivers. Finally, teacher training is another important safety educational activity. Every community has a responsibility to provide a full program of safety education in its school system. There are opportunities in the adult school program for providing safety education courses for adults as well.

The traffic safety educational responsibility of the community includes a public information service for its residents. The objectives of such programs are:

1. To tell the people of the community about traffic safety needs, what is being done officially to create a safer community, and the way in which each individual must cooperate to that end.

2. To publicize accident occurrence with pertinent information on how the accident was caused and how it might have been avoided.

3. To assist public support groups and coordinate safety activities in the interest of community-wide uniformity and understanding.

An outstanding example of public support is the fact that the New Jersey Congress of Parents and Teachers has pledged to carry out the educational phase of the pedestrian safety program during 1961-1962.

COORDINATION

Traffic safety authorities agree that for traffic improvement only one thing is more important than "action," and that is "coordinated action."

For effectiveness, safety activities must be coordinated not only at all three government levels—State, county, and municipal—but also among municipalities on either a county-wide or regional basis. To achieve this essential uniformity, New Jersey has pioneered with a county traffic safety coordinator system over the past several years.

The county coordinator, beyond serving as a liaison among the three levels of government in traffic matters, has been a potent influence in many traffic safety improvements within his county.

As a guide to greater accomplishments, county-wide evaluations of safety records are planned so that each county and municipality may have an objective record of the various activities that are proving effective in accident prevention.

County and municipal officials are urged to use the services of their county coordinators to bring about greater traffic safety accomplishments.

★ ★ ★

Appendix

CONFERENCE ATTENDANCE . . .

Ackers, Charles
Adams, Mrs. Alfred
Adams, E. Elizabeth
Adler, Edward
Albanese, Dominick, J.
Armellino, John R.
Anderson, Robert W.
Andily, Robert
Antonucci, Frank G.
Apgar, Harry
Archer, R. D.
Ayares, Joseph A.
Baillie, Gordon R.
Bangiola, Paul
Barnhart, Grace B.
Bauer, Jack A.
Beatty, Lloyd G.
Bedrick, Emanuel
Bellocchio, Paul L.
Benn, M. Dorothea
Bennett, Irving C.
Bernhardt, Mrs. Max
Beyer, Edward
Bishop, Joseph H.
Blahut, Michael J.
Bloor, Ralph
Bobrowski, Charles P.
Bollerman, Howard H.
Bongart, R.
Booz, Philip F.
Bradford, Charles H.
Brady, James G.
Branigan, Frank
Brautwood, Ralph M.
Bremseth, Mrs. Clark E.
Briccola, Joseph
Brickwell, Carolyn B.
Brill, Mrs. Walter R.
Brooks, Alfred C.
Brown, Harold W.
Brown, Joseph F.
Budd, John W.
Buechele, Charles
Burd, Habart J.
Burdge, Mrs. A. Edwin
Burns, George J.
Burstein, Bernard
Bush, John J.
Caivano, Daniel J.
Calabrese, Gerald A.
Camarda, Mrs. Joseph J.
Campbell, James B.
Campi, P. Paul
Carhart, Stanley
Caroselli, Louis P.
Carroll, Cornelius J.
Carroll, Jerome P.
Carson, M. Jeannette
Caruso, Lawrence R.
Cassero, Vincent I.
Cavano, Mrs. Herbert E.
Chabot, Mrs. Evan M.
Christicos, Nicholas J.
Clare, Robert
Clark, William
Clarke, Herbert
Clemens, Eugene F.
Coder, Alden C.
Cody, Joseph J.
Cole, Russell J.
Coman, Lawrence E.
Connors, Mrs. James
Conti, George L.
Cornell, Harry
Cosine, James H.
Costill, Mrs. Harry
Cruts, Mrs. Olie
Currey, Arch
Curtin, Raymond G.
Cyr, Edward L.
Darrell, Mrs. Edward
Dartwell, Mrs. T. L.
De Gasperis, John
Dellavalle, Albert J.
Demontreux, Ernest
De Santis, Philip
Di Marco, Vincent J.
Di Muccio, Marcellus J.
Donnelly, Earl J.
Downs, John
Doyle, William C.
Driscoll, Gerald J.
Dunn, Daniel J.
Eckhoff, Fred
Eigenrauch, William
Ellis, Charles Cuesta C.
Engold, Paul G.
Epstein, Moray
Farrell, John
Farrell, John J.
Feschuk, Theodore M.
Fisco, Edward R.
Fisher, Joseph R.
Fisher, William
Flanagan, Richard
Fognano, John T.
Ford, J.
Ford, William J.
Fornarotto, Mrs. Harry
Forrester, Allan B.
Fouratt, Enos J.
Frankenfield, Mrs. Floyd R.
Fowler, Albert
Fritz, Christian H.
Fuller, Gordon
Fullmer, H. E.
Furman, David D.
Fust, Robert H.

Gallagher, John
Gallo, Frank J.
Garretson, Mrs. E. P.
Garrison, Robert B.
George, John
Gerber, George V.
Geter, Charles
Gilhooly, Vivian
Gilland, Alfred
Gleason, John T.
Goldstein, Benjamin
Goodwin, James V.
Gorman, William
Gorsky, Joseph L.
Graf, Joyce A.
Graham, Phillip
Graziano, Anthony
Greener, Andrew
Grennan, Robert
Grimm, Robert C.
Grosskopf, Raymond J.
Grossman, Richard A.
Grosso, Mauro D.
Grote, Walter R.
Grover, Donald B.
Grygotis, Mrs. Joseph E.
Gunardson, H. W.
Gunardson, Mrs. H. W.
Guntner, Gerard F.
Hamilton, James
Hampton, William J.
Hanel, H. C.
Hansen, Fred J.
Hansen, Nicolai A.
Harbo, Rolf T.
Harger, Mrs. James H.
Harris, Mrs. Herman J.
Harris, William D.
Hartman, Thomas A.
Harwith, Mrs. Norman
Hasec, Joe
Hatzel, George, M. D.
Hausmann, J. Elmer
Havranzk, Vinzent C.
Hayme, Mrs. John F.
Heaney, Daniel
Hedrick, A. Bruce
Hedrick, Mrs. A. Bruce
Herrmann, Arthur L.
Hess, William L.
Hill, Fred
Hite, Dorothy A.
Hoch, Helene H.
Hoff, Mrs. Carl
Hohenstein, Charlotte M.
Holland, John F.
Holland, Mrs. William
Holroyd, James
Horton, Alfred S.
Horton, Joseph T.
Howland, James A.
Hoyer, Earl
Huff, E. Miller
Hurley, R. M.
Hurst, William J.
Iantocca, Anthony
Inselberg, Henry S.
Irvin, Joseph P.
Jackowitz, Frank
Jackson, George W.
Jasinski, John J.
Jenkins, Mrs. William C.
Jennings, Martin P.
Jocher, Arthur
Johnson, Mrs. Raymond
Johnson, Mrs. William A.
Joiner, Malcolm R.
Kamm, Barry
Kapp, James
Kavanaugh, V. E.
Keanton, Mrs. Samuel
Kelly, Louis A.
Kennedy, Thomas
Kenney, Thomas
Kern, J. Richard
Kessler, Joseph W.
Kiker, Mrs. Eugene
Kinch, Herbert
King, Douglas
Klaisz, R. Edward
Klar, Herbert J.
Knowles, Carl F.
Knowles, Harry
Koelsch, Herbert H.
Komlo, Thomas
Krayer, Budd
Krohr, Ernest
La Greca, Frank
Lamlison, Mrs. Roy
Lanahan, John A.
Langan, Thomas F.
Lappeus, Belford J.
Lathrope, Mrs. K. W.
Le Font, William
Legg, George W.
Lemke, William
Leonard, Mrs. William
Leonetti, A. J.
Lewis, Edwin W.
Lewis, Jacob T.
Linder, Peter J.
Lindner, John J.
Lipari, Florence M.
Lipari, Louis J.
Lomonico, Joseph
Longcore, Harold
Louis, William
Lowenthal, Harold
Luce, Herschel H.
Lummer, Robert C.
Lund, Matthew J.
Lyons, Edward M.
Macdougall, Robert B.
Madsen, Jens O.
Maffey, Grace
Maglio, Nicholas
Maher, James J.
Makrai, William
Malekoff, Albert
Mandelbaum, Julius
Manzione, Edward
Marra, Emmett
Marshall, Harold F.
Martin, Robert J.
Mass, Raymond
Matthews, Mrs. William
Mauthe, Edward W.
May, William
Mayer, Mrs. Elgin R.
McAneney, Vincent J.
McCoy, Charles H.
McCrohan, Peter
McGatha, Charles E.
McGill, Mrs. Robert
McGovern, James T.
McGrath, Alphonsus
McGuire, William
McKeen, Donald S.
McMahon, Mrs. Edward
McNamara, Mrs. Edith G.
McNamara, J. Peter
McPeek, Howard G.
Melchionne, Peter
Melna, John E.
Menge, James
Meyer, Mrs. William
Miller, Mrs. A. Edward
Miller, Arthur T.
Miller, David E.
Miller, Henry W.
Miller, Lester
Miller, Walter B.
Miskin, Arthur P.
Molesko, John J.
Montagna, William
Moore, William T.
Mopsick, Herman E.
Moran, James F.
Morley, Frank E.
Moses, Mrs. Robert
Mozeleski, Mitchell
Mrozowicz, Joseph R.
Mulkeen, William J.
Muller, Carl L.
Muller, Philip
Murphy, Daniel A.
Muscato, Salvatore
Muse, H. Rogers
Muth, William H.
Nappen, Mortimer
Neale, William
Nee, Joseph A.
Neeff, Helen M.
Nelson, John J.
Nerenberg, Joseph
Newman, George
Nock, Williard H.
Ogden, George A.
O'Grady, Richard
Okum, George
Olenick, Mrs. Joseph J.
Olsen, Norman
Orsi, Leo
Osnato, James
Ostrander, Mrs. S.
Otterbein, John J.
Palmer, D. R. G.
Pandolfe, John
Parsekian, Ned J.
Patkay, Edmund
Pearce, Mrs. Edward B.
Pecken, James E.
Pedersen, Norman
Peregrin, Mary E.
Personette, Wilber M.
Pesin, Edward
Peterman, Mrs. Richard S.
Petrella, Albert
Petryma, Morris
Pfeiffer, Russell
Phillips, Andrew A.
Phillips, Arthur G.
Pich, Walter
Pinas, Ernest A.
Pirhec, Mrs. Dennis
Plungis, Mrs. Henry
Powell, Lester
Prout, Jack
Pursell, Charles E.
Quinn, Frank J.
Radoslovich, Joseph J.
Raparelli, Carl

Read, Mrs. Edward C.
Reamer, R.
Reddy, Virginia M.
Regna, Joe
Reid, Mrs. Hector
Richter, Albert
Riesch, Mrs. Michael
Roberts, Frederick E.
Rogers, Harold O.
Roth, Nathaniel H.
Rothrock, Mrs. J. L.
kowe, Ronald M.
Russell, James F.
Russo, William
Rutter, Joseph D.
Rzeplinski, Mrs. M.
Scanlon, Gordon
Schaffer, Mrs. Rollin H.
Schaible, Walter
Schall, Lynn
Schaub, Earl E.
Schleicher, Roy
Schneider, N. O.
Schoettly, Mrs. Henry L.
Scott, George W.
Seekell, Kenneth R.
Selander, Wilbur C.
Selby, Paul W.
Servas, Frank J.
Sholin, J. Gilbert
Shrader, Ralph S.
Siciliano, Mrs. Dominick
Siegendorf, Hymen
Simon, Ralph W.
Skrajewski, Norbert W.
Smith, Earl R.
Smith, Merle L.
Smith, Mrs. Thomas
Smith, Walter
Smith, Woodruff
Smitley, Frank J.
Smorgans, Mrs. Walter
Soucaze, Edward L.
Souders, Mrs. Paul M.
Spatz, George R.
Speller, Clifton A.
Spielberg, Irving A.
Sprau, Robert G.
Sproul, Leroy
Staskewicz, Jack
Steel, Mrs. Harry A.
Steger, Steven J.
Stelpstra, Duke J.
Stickles, Mrs. M.
Stine, H. Douglas
Stonicker, Joseph R.
Struck, Harry A.
Stupak, Edward
Stutz, Louis
Sutphin, Mrs. Raymond
Sweetman, Walter L.
Tams, Theodore T.
Taylor, Jesse I.
Taylor, Mrs. R. Duane
Taylor, William
Thompson, Walter
Tomaszewski, Henry J.
Totten, George S.
Traettino, Mrs. Fred
Traver, George G.
Trenski, Edward
Trifz, William F.
Troop, Charles W.
Throth, Paul
Tuma, Emil
Urban, Lillian
Van Allen, George T.
Vandenberge, Mrs. Robert
Vandervalk, Ryan
Van Hest, Joseph
Van Zant, Robert W.
Vigilante, James J.
Viglione, Anthony
Von Schalscha, A.
Von Schalscha, Arthur R.
Vrooman, Joseph T.
Wagner, Ted
Wagner, Mrs. W.
Waldman, Lillie
Waiker, Gale D.
Wall, Cornelius A.
Walters, Frank T.
Wandras, Fred
Warner, William H.
Warwick, W. Robert
Watson, Edward
Wehrlen, Herb
Weigand, Brother H. A.
Weldon, Joseph F.
Whelan, Francis X.
Whiteside, Mrs. James
Wilkinson, J. Edgar
Willey, Norman
Williams, Naaman
Winget, Max D.
Wonsidler, Lewis S.
Wood, Mrs. Leslie E.
Woodward, William W.
Wysong, Marian R.
Yadlosky, Mrs. Theodore
Yaffe, Martin A.
Yohn, Samuel
Yuhas, John C.
Zaleski, Matthew G.
Zennetti, Henry A.
Zislin, Sidney

ATTENDANCE BY *Counties*

ATLANTIC

Mortimer Nappen, Atlantic City
County Coordinator
Mrs. Domenick Siciliano, Landisville
Parent-Teacher Assn.
Mrs. Eugene Kiker, Pleasantville
Parent-Teacher Assn.
Mrs. John F. Hayme, Ventnor
Parent-Teacher Assn.

BERGEN

Gerald A. Calabrese, Cliffside Park
Mayor
Gerald J. Driscoll, Dumont
Traffic Safety Service
Edward R. Fisco, Dumont
Driver Ed. Instructor
Ralph Bloor, East Paterson
Chief of Police
James V. Goodwin, East Paterson
Police Commissioner
John C. Yuhas, East Paterson
Mayor
Frank LaGreca, East Rutherford
Police Captain
James J. Maher, East Rutherford
Driver Ed. Instructor
Peter Melchionne, East Rutherford
State Highway Dept.
Carolyn B. Brickwell, Emerson
Parent-Teacher Assn.
Belford J. Lappeus, Englewood
Joseph Lomonico, Fair Lawn
Driver Ed. Instructor
Dominick J. Albanese, Garfield
Parent-Teacher Assn.
Vincent J. DiMarco, Garfield
Police Sergeant
Joseph R. Mrozowski, Garfield
Magistrate
H. Rogers Muse, Glen Rock
Driver Ed. Instructor
Howard H. Bollerman, Jr., Hackensack
Driver Ed. Instructor
Julius Mandelbaum, Hackensack
Police Lieutenant
Jack A. Bauer, Hillsdale
Patrolman
George Gerber, Little Ferry
Chief of Police
Emil Tuma, Little Ferry
Mayor
Joseph J. Cody, Lodi
Driver Ed. Instructor

BERGEN (Continued)

Arthur L. Herrmann, Lyndhurst
Inspector
Ernest Krohn, Maywood
Police Captain
Anthony Viglione, Maywood
Driver Ed. Instructor
Joe Regna, Midland Park
Driver Ed. Instructor
Philip Muller, Midvale
Police Commissioner
Fred J. Hansen, Montvale
Driver Ed. Instructor
Brother H. A. Weigand, Oradell
Driver Ed. Instructor
John DeGasperis, Paramus
Driver Ed. Instructor
Joseph H. Bishop, Park Ridge
Driver Ed. Instructor
Duke J. Stelpstra, Prospect Park
Chief of Police
Russell J. Cole, Ridgefield Park
Traffic Supervisor
Richard O'Grady, Ridgefield Park
Traffic Bureau
Robert Clark, Ridgewood
Signal Bureau
Herbert Clarke, Ridgewood
Police Sergeant
Frank J. Servas, Rochelle Park
Traffic Coordinator
Joseph Briccola, Rutherford
Driver Ed. Instructor
Jerome P. Carroll, Saddle Brook
Driver Ed. Instructor
William D. Harris, Teaneck
Police Captain
Raymond J. Grosskopf, Teaneck
Police Sergeant
Walter Thompson, Teaneck
Police Sergeant
William Clark, Westwood
Police Sergeant
Daniel J. Caivano, Woodcliff Lake
Police Captain
Edward W. Mauthe, Wood-Ridge
Driver Ed. Instructor
Carl L. Muller, Wood-Ridge
Driver Ed. Instructor

BURLINGTON

Charlotte M. Hohenstein, Beverly
Driver Ed. Instructor
Col. William C. Doyle, Burlington
Dept. of Defense
Francis X. Whelan, Burlington
N.J. State Lodge, Fraternal Order Police
George A. Ogden, Cinnaminson
Driver Ed. Instructor
Major R. M. Hurley, Cookstown
Parent-Teacher Assn.
Charles Cuesta C. Ellis, Crosswicks
Magistrate
Mrs. Raymond Sutphin, Florence
Parent-Teacher Assn.
Mrs. James Connors, Florence
Parent-Teacher Assn.
David E. Miller, Levittown
Driver Ed. Instructor
Alfred C. Brooks, Jr., Maple Shade
Police Captain
Donald S. McKeen, TDC-USN, McGuire A.F.B.
AIRTRANSRON SIX
William L. Hess, Moorestown
Driver Ed. Instructor
Frank T. Walters, Moorestown
Chief of Police
Earl J. Donnelly, Mount Holly
Chief of Police
John Farrell, Mount Holly
Traffic Coordinator
Albert Fowler, Mount Holly
Police Sergeant
William F. Trifz, Mount Holly
Driver Ed. Instructor
Mrs. William I. Leonard, Jr., New Lisbon
Parent-Teacher Assn.
Harold F. Marshall, Palmyra
Mayor

CAMDEN

James Holroyd, Barrington
Police Lieutenant
R. Reamer, Barrington
Police Sergeant
Emmett Marra, Camden
WCAM
William Neale, Camden
Chief of Police
Edward Watson, Camden
Inspector
Martin A. Yaffe, Erlton
Driver Ed. Instructor
John Gallagher, Gloucester City
Acting Chief
Louis A. Kelly, Gloucester City
Mayor
William Gorman, Haddon Twp.
Chief of Police
Mrs. Richard S. Peterman, Magnolia
Parent-Teacher Assn.
Mitchell Mozeleski, Medford Lakes
Driver Ed. Instructor
M. Jeannette Carson, Merchantville
Driver Ed. Instructor
Arthur Miller, Oaklyn
Chief of Police
Vincent J. McAneney, Camden
Driver Ed. Instructor
Robert B. Garrison, Runnemede
Mayor
Joseph W. Kessler, Runnemede
Chief of Police
Mrs. Elwood C. Read, Somerdale
Parent-Teacher Assn.
Joseph Irvin, Westmont
Driver Ed. Instructor
Mrs. Lillian Urban, Westmont
Parent-Teacher Assn.

CAPE MAY

Steven J. Steger, Cape May
Drivet Ed. Instructor
John F. Holland, Cape May Court House
Traffic Coordinator
George S. Totten, Marmora
Driver Ed. Instructor
Earl Hoyer, Middletown
Chief of Police
William Makrai, Sea Isle City
Police Captain
Philip De Santis, Woodbine
Chief of Police

CUMBERLAND

Mrs. Harry Costill, Millville
Parent-Teacher Assn.

Mrs. Raymond Johnson, Vineland
Parent-Teacher Assn.

ESSEX

George R. Spatz, Belleville
Chief of Police
Mrs. Clark E. Bremseth, Bloomfield
Parent-Teacher Assn.
Herbert H. Koelsch, Bloomfield
Essex County Park Police
Edward Manzione, Bloomfield
Police Lieutenant
Fred Hill, East Orange
Driver Ed. Instructor
Robert C. Grimm, East Orange
Traffic Engineer
Edwin Lewis, East Orange
Driver Ed. Instructor
James E. Pecken, East Orange
Driver Ed. Instructor
Joseph T. Vrooman, East Orange
Public Service
Lloyd G. Beatty, Glen Ridge
Magistrate
J. Elmer Hausmann, Irvington
Director of Public Safety
Howard G. McPeek, Irvington
Acting Chief of Police
Salvator Muscato, Irvington
Magistrate
Kenneth R. Seekell, Irvington
Court Clerk
R. Bongart, Iselin
Driver Ed. Teacher
Charles Buechele, Maplewood
Police Captain
Joseph Nerenberg, Millburn
Driver Ed. Instructor
Alden C. Coder, Montclair
Associate Professor
Harry Knowles, Montclair
Chief of Police
Thomas F. Langan, Jr., Montclair
Driver Ed. Instructor
Gordon Scanlon, Montclair
Police Sergeant
Edward Beyer, Newark
Police Captain
Gerald A. Calabrese, Newark
Board of Public Utilities
Edward L. Cyr, Newark
Traffic Engineer
Daniel J. Dunn, Newark
N. J. State Safety Council
Moray Epstein, Newark
Newark News
James T. McGovern, Newark
N. J. State Safety Council
Mrs. Robert Moses, Newark
Parent-Teacher Assn.
N. O. Schneider, Newark
N. J. State Safety Council
Mrs. Henry L. Schoettly, Newark
Driver Ed. Instructor
George W. Scott, Newark
American Legion Post 152
Robert Sprau, Jr., Newark
Driver Ed. Instructor
George G. Traver, Newark
N. J. State Safety Council
Joseph F. Weldon, Newark
Police Director
Harry A. Struck, Newark
Essex County Park Police
Bernard Burstein, Newark
Motor Club of America
John J. Farrell, Newark
Traffic Coordinator
James A. Howland, North Caldwell
Chief of Police
William T. Moore, North Caldwell
Patrolman
Clifton A. Speller, Jr., North Caldwell
Police Sergeant
Robert Andily, Orange
Police Sergeant
Mrs. Helene H. Hoch, Orange
Traffic Safety Education Committee
Frederick E. Roberts, Orange
Chief of Police
Anthony Iantocca, South Orange
Police Captain
Mrs. T. L. Dartwell, Verona
Parent-Teacher Assn.
Mrs. Vivian Gilhooly, West Orange
Parent-Teacher Assn.
Mrs. Fred Traettino, West Orange
Parent-Teacher Assn.

GLOUCESTER

Theodure M. Feschuk, Glassboro
Driver Ed. Instructor
Ralph W. Simon, National Park
Chief of Police
H. C. Hanel, Paulsboro
Chief of Police
Mrs. James Whiteside, Paulsboro
Parent-Teacher Assn.
J. Ford, Paulsboro
Patrolman
Mrs. Walter R. Brill, Pitman
Parent-Teacher Assn.
Mrs. Evan M. Chabot, Pitman
Parent-Teacher Assn.
William J. Hampton, Pitman
Patrolman
Herschel H. Luce, Jr., Pitman
Police Sergeant
Walter B. Miller, West Deptford Twp.
Chief of Police
Ralph M. Brautwood, Woodbury
Chief of Police
John T. Fognano, Woodbury
Traffic Coordinator
Mrs. William Johnson, Woodbury
Parent-Teacher Assn.
James Kapp, Woodbury
Driver Ed. Instructor
R. Edward Klaisz, Jr., Woodbury
Municipal Judge
Merle L. Smith, Jr., Woodbury
Driver Ed. Instructor
Joseph Van Hest, Woodbury
Deputy Chief

HUDSON

Mrs. Herman J. Harris, Arlington
Parent-Teacher Assn.
Mrs. Alfred Adams, Jr., Bayonne
Parent-Teacher Assn.
Mary E. Peregrin, Bayonne
Violations Clerk
Cornelius J. Carroll, Bayonne
Chief of Police
Rolf T. Harbo, Elizabeth
Director of Police
Robert Grennan, Guttenberg
Police Sergeant
Carl F. Knowles, Harrison
Driver Ed. Instructor
Fred Wandras, Kearny
Chief of Police
Allan B. Forrester, Kearny
Police Captain
Mrs. William Meyer, North Bergen
Parent-Teacher Assn.
Harry Cornell, North Bergen
Police Lieutenant
Carl Raparelli, Old Tappan
Driver Ed. Instructor
Albert Petrella, Jersey City
Driver Ed. Instructor
Edward Pesin, Jersey City
Traffic Coordinator
James Menge, Jersey City
Inspector, Traffic Bureau
J. Peter McNamara, Jersey City
Captain & Traffic Eng.
Louis P. Caroselli, Jersey City
Magistrate
Mrs. W. Wagner, Union City
Parent-Teacher Assn.
Walter Smith, Union City
Police Lieutenant
Ernest Demontreux, Weehawken
Driver Ed. Instructor
Mrs. Florence M. Lipari, Jersey City
Driver Ed. Instructor
Louis J. Lipari, Jersey City
Driver Ed. Instructor
Daniel Heaney, Matawan
Driver Ed. Instructor
Arthur R. Von Schalscha, Saddle Brook
Driver Ed. Instructor
John R. Armellino, West New York
Mayor
William McGuire, West New York
Police Lieutenant
Joseph J. Radoslovich, West New York
Driver Ed. Instructor
A. Von Schalscha, West New York
Police Captain

HUNTERDON

Albert Malekoff, Flemington
Driver Ed. Instructor
Walter Schaible, Frenchtown
Chief of Police
Alfred S. Horton, Milford
Chief of Police
Norman Pedersen, North Hunterdon
Driver Ed. Instructor

MERCER

William C. Font, Jr., Ewing Twp.
Chief of Police
James Russell, Ewing Twp.
Police Lieutenant
Mr. Andrew Greener, Ewing Twp.
Driver Ed. Instructor
Mrs. Theodore Yadlosky, Groveville
Parent-Teacher Assn.
Philip F. Booz, Hamilton Twp.
Chief of Police
Malcolm R. Joiner, Hopewell Twp.
Chief of Police
Edmund Z. Patkay, Lawrence Twp.
Magistrate
Joseph Stonicker, Lawrence Twp.
Chief of Police
Mrs. R. D. Taylor, Lawrenceville
Parent-Teacher Assn.
Thomas A. Hartman, Lower Penns Neck Twp.
Driver Ed. Instructor
Grace B. Barnhart, Pennington
Driver Ed. Instructor
William Montagna, Pennington
Driver Ed. Instructor
Peter McCrohan, Princeton
Police Lieutenant
Theodore T. Tams, Jr., Princeton
Magistrate
James B. Campbell, Jr., Princeton Twp.
Chief of Police
John J. Bush, Trenton
Parent-Teacher Assn.
Robert W. Anderson, Trenton
Police Captain
Charles Geter, Trenton
Div. of Aging
James Hamilton, Trenton
Highway Dept.
Frank Branigan, Trenton
Division of Law
Lynn Schall, Trenton
Health Dept.
Roy Schleicher, Trenton
Driver Ed. Instructor
Joseph D. Rutter, Trenton
State Police
Mrs. Herbert E. Cavano, Trenton
Parent-Teacher Assn.
Max D. Winget, Trenton
A.A.A.
H. J. Klar, Trenton
Traffic Safety Service
John A. Lanahan, Trenton
Police Captain
Frank J. Quinn, Trenton
A.A.A.
Mrs. Samuel Keanton, Trenton
Parent-Teacher Assn.
John J. Nelson, Trenton
Bureau of Chemistry
William H. Warner, Trenton
Dept. of Education
Peter Linder, Trenton
Dept. of Conservation
J. Gilbert Sholin, Trenton
Dept. of Agriculture
Det. Henry Miller, Trenton
Traffic Coordinator
Norbert W. Skrajewski, Trenton
Det. Lieutenant
Nicolai A. Hansen, West Trenton
Driver Ed. Instructor

MERCER (Continued)

David D. Furman, Trenton
Attorney General
Robert H. Fust, Trenton
N. J. League of Municipalities
Robert B. Macdougall, Trenton
WAAT
Ted Wagner, Trenton
Driver Ed. Instructor
Mrs. Joyce Graf, Trenton
Driver Ed. Instructor
Mrs. Thomas Smith, Yardville
Parent-Teacher Assn.
Mrs. Harry A. Steel, Yardville
Parent-Teacher Assn.
Mrs. Elgin R. Mayer, Yardville
W.C.T.U. of N. J.
Dorothy A. Hite, Yardville
Parent-Teacher Assn.

MIDDLESEX

Douglas King, Carteret
Driver Ed. Instructor
Arthur P. Miskin, Clark
Police Sergeant
Walter Pich, East Brunswick
Chief of Police
Walter R. Grote, East Brunswick
Magistrate
Frank E. Morley, Edison Twp.
Patrolman
William Fisher, Edison Twp.
Lieutenant
Mauro D. Grosso, Highland Park
Driver Ed. Instructor
Edward Adler, Madison Twp.
Chief of Police
John J. Molesko, Manville
Magistrate
Enos J. Fouratt, Metuchen
Chief of Police
Gordon Fuller, Middlesex
Chief of Police
Charles H. Bradford, Milltown
Parent-Teacher Assn.
John J. Lindner, Monmouth Jct.
Chief of Police
John J. Otterbein, New Brunswick
Chief of Police
Naaman Williams, New Brunswick
Police Sergeant
Cornelius A. Wall, New Brunswick
Traffic Coordinator
Vincent Cassero, New Brunswick
Traffic Engineer
Mrs. Edward McMahon, North Brunswick
Parent-Teacher Assn.
George Van Allen, Piscataway Twp.
Police Lieutenant
Henry A. Zanetti, Piscataway Twp.
Director of Public Works
Matthew J. Lund, Piscataway Twp.
Chief of Police
John Gleason, South Amboy
Chief of Police
John George, South Plainfield
Magistrate
Andrew Phillips, South Plainfield
Chief of Police
Albert Dellavalle, South Plainfield
Police Sergeant
Albert Richter, South Plainfield
Driver Ed. Instructor
Mrs. Walter Smorgans, South River
Parent-Teacher Assn.
Mrs. Roy Lamlison, South River
Parent-Teacher Assn.
Matthew G. Zaleski, South River
Chief of Police

MONMOUTH

E. Miller Huff, Allenhurst
Acting Chief of Police
Frank J. Smitley, Allentown
Driver Ed. Instructor
John Pandolfe, Asbury Park
Driver Ed. Instructor
Woodruff Smith, Brielle
Mayor
Vinzent C. Havranzk, Elberon
Parent-Teacher Assn.
Mrs. William Matthews, Freehold
Parent-Teacher Assn.
Mrs. Edith McNamara, Freehold
Parent-Teacher Assn.
Joseph F. Brown, Interlaken
Chief of Police
Alphonsus McGrath, Keansburg
Chief of Police
Leroy Sproul, Keyport
Chief of Police
P. Paul Campi, Little Silver
Mayor
Henry Inselberg, Little Silver
Aide to Mayor
Mrs. A. Edwin Burdge, Little Silver
Parent-Teacher Assn.
W. Robert Warwick, Long Branch
Traffic Coordinator
W. Nock, Manasquan
Chief of Police
J. Edgar Wilkinson, Matawan Twp.
Chief of Police
John E. Melna, Matawan Boro
Chief of Police
Grace Maffey, Middletown
Driver Ed. Instructor
Edward Trenski, Middletown
Driver Ed. Instructor
William W. Woodward, Middletown Twp.
Police Captain
E. Elizabeth Adams, Neptune
Driver Ed. Instructor
George L. Conti, New Monmouth
Driver Ed. Instructor
Gerard F. Gunther, Raritan Twp.
Chief of Police
James G. Brady, Raritan Twp.
Police Committee
Stanley Carhart, Red Bank
Driver Ed. Instructor
Helen M. Neeff, Red Bank
Driver Ed. Instructor
Raymond Mass, Shrewsbury
Chief of Police
George Newman, Spring Lake Heights
Chief of Police
John Downs, Wall Twp.
Police Sergeant
Mrs. Harry Fornarotto, Wanamassa
Parent-Teacher Assn.

MORRIS

Charles McCoy, Boonton
Chief of Police
Charles W. Troop, East Hanover
Magistrate
Ralph S. Shrader, East Hanover Twp.
Chief of Police
Mrs. M. Stickles, Florham Park
Parent-Teacher Assn.
Eugene F. Clemens, Jr., Hanover Twp.
Chief of Police
Raymond G. Curtin, Hopatcong
Police Commissioner
Robert Van Zant, Lincoln Park
Chief of Police
Marian Wysong, Mendham
Driver Ed. Instructor
Frank Jackowitz, Montville Twp.
Chief of Police
Paul Bangiola, Morris Plains
Mayor
George Burns, Morris Plains
Chief of Police
Jacob Lewis, Morristown
Traffic Coordinator
James J. Vigilante, Morristown
N. J. P. B. A.
Virginia Reddy, Morristown
Parent-Teacher Assn.
William Russo, Morristown
State Police
Marcellus DiMuccio, Netcong
Chief of Police
Benjamin Goldstein, North Hanover
Magistrate
Leo DiOrsi, Parsippany
Chief of Police
William Eigenrauch, Parsippany
Driver Ed. Instructor
Alfred Gilland, Pequannock Twp.
Police Captain
Percy Okum, Randolph Twp.
Chief of Police
Ernest A. Pinas, Rockaway Twp.
Chief of Police
Edward Lyons, Rockaway Twp.
Police Officer
William May, Roxbury Twp.
Chief of Police
Arch Currey, Short Hills
Police Captain

OCEAN

George W. Legg, Brielle
Chief of Police
Mrs. Joseph Camarda, Lakehurst
Parent-Teacher Assn.
Nathaniel H. Roth, Lakewood
Magistrate
Mrs. Gale D. Walker, Lakewood
Parent-Teacher Assn.
Mrs. William Holland, Lakewood
Parent-Teacher Assn.
Richard Grossman, Lakewood
Prosecutor's Assistant
Mrs. A. E. Miller, Lakewood
Parent-Teacher Assn.
Mrs. Robert Vandenberge, Lakewood
Parent-Teacher Assn.
A. J. Leonetti, Long Branch Twp.
Chief of Police
Donald B. Grover, Dover Twp.
Chief of Police
Thomas Kennedy, Toms River
Traffic Coordinator
Mrs. Edward B. Pearce, Point Pleasant
Parent-Teacher Assn.
Mrs. M. Rzeplinski, Point Pleasant
Parent-Teacher Assn.
Mrs. Hector Reid, Point Pleasant Beach
Parent-Teacher Assn.
R. D. Archer, Point Pleasant Beach
Chief of Police
Barry Kamm, Toms River
N. J. Courier
Charles E. McGatha, Toms River
Driver Ed. Instructor
Charles Ackers, Ship Bottom
Chief of Police

PASSAIC

Mrs. Max Bernhardt, Clifton
Parent-Teacher Assn.
Harold W. Brown, Clifton
Driver Ed. Instructor
Charles P. Bobrowski, Clifton
School Principal
Morris Petryma, Clifton
Police Captain
Joseph A. Nee, Clifton
Chief of Police
Paul G. Engold, Haledon
Chief of Police
Ryan Vandervalk, Hawthorne
Chief of Police
Frank G. Antonucci, Little Falls
Traffic Coordinator
Martin Jennings, Madison
Chief of Police
William Louis, North Haledon
Councilman
Louis Stutz, North Haledon
Chief of Police
Edward L. Soucaze, Packanack Lake
Driver Ed. Instructor
Harold Lowenthal, Passaic
Parent-Teacher Assn.
Mrs. Michael Riesch, Passaic
Parent-Teacher Assn.
Lillie Waldman, Passaic
Safety Officer
Herb Wehrlen, Passaic
Driver Ed. Instructor
Hymen Siegendorf, Passaic
Director of Public Safety
Sidney Zislin, Passaic
Captain of Detectives
Arthur Jocher, Paterson
Safety Instructor
Daniel Murphy, Paterson
Chief of Police
James Cosine, Paterson
Captain of Traffic
Walter L. Sweetman, Pequannock Twp.
Chief of Police
Nicholas Maglio, Wanaque
Chief of Police

SALEM

Mrs. William Jenkins, Pedricktown
Parent-Teacher Assn.
William Lemke, Pedricktown
Mayor
Norman Willey, Pennsville
Driver Ed. Instructor
Joseph Horton, Salem
Traffic Coordinator
A. Bruce Hedrick, Salem
Salem County Safety Council
Mrs. A. Bruce Hedrick, Salem
Salem County Safety Council

SOMERSET

Earl E. Schaub, Basking Ridge
Driver Ed. Instructor
Jesse I. Taylor, Jr., Basking Ridge
Driver Ed. Instructor
V. E. Kavanaugh, Bedminster Twp.
Chief of Police
Mrs. E. P. Garretson, Bernards Twp.
Parent-Teacher Assn.
Thomas Kenney, Bernardsville
Chief of Police
Phillip Graham, Bound Brook
Driver Ed. Instructor
Anthony Graziano, Bound Brook
Chief of Police
Frank J. Gallo, Gladstone
Chief of Police
John J. Jasinski, Manville
Chief of Police
Russell Pfeiffer, Franklin Twp.
Chief of Police
Mrs. K. W. Lathrope, Neshanic Station
Parent-Teacher Assn.
Irving Bennett, North Plainfield
Police Captain
Gordon Baillie, North Plainfield
Safety Officer
Jack Staskewicz, North Plainfield
Parent-Teacher Assn.
Nicholas J. Chrisicos, North Plainfield
Driver Ed. Instructor
Joseph Fisher, Raritan
Driver Ed. Instructor
Lawrence R. Caruso, Rocky Hill
Magistrate
Paul L. Bellocchio, Pluckemin
Police Captain
Mrs. Norman Harwith, North Branch
Parent-Teacher Assn.
Samuel Yohn, Somerville
Safety Officer
Fred Eckhoff, Somerville
Chief of Police
Robert C. Lummer, South Bound Brook
Driver Ed. Instructor

SUSSEX

William Taylor, Hopatcong
Chief of Police
H. J. Bend, Franklin
Driver Ed. Instructor
Mrs. Robert McGill, Lafayette
Sussex County Safety Council
Thomas Komlo, Sparta
Driver Ed. Instructor
Jack Prout, Sussex
Freeholder
Charles Pursell, Sussex
Driver Ed. Instructor
Michael J. Blahut, Sussex
Traffic Coordinator
George Hatzel, Sussex
County Physician

UNION

Joseph A. Ayares, Berkeley Hts.
Allstate Insurance Co.
William H. Muth, Clark
Chief of Police
Lester Powell, Cranford
Chief of Police
Paul W. Selby, Cranford
Driver Ed. Instructor
William J. Mulkeen, Elizabeth
Acting Chief of Police
Mrs. S. Ostrander, Fanwood
Parent-Teacher Assn.
Joseph L. Gorsky, Fanwood
Chief of Police
Edward Stupak, Kenilworth
Chief of Police
Mrs. Edward Darrell, Kenilworth
Parent-Teacher Assn.
Lester Miller, Linden
Driver Ed. Instructor
Irving A. Spielberg, Linden
Parent-Teacher Assn.
Mrs. Henry Plungis, Linden
Parent-Teacher Assn.
Mrs. J. L. Rothrock, Linden
Parent-Teacher Assn.
William J. Hurst, Linden
Mayor
Mrs. Joseph E. Grygotis, Linden
Parent-Teacher Assn.
Emanuel Bedrick, Linden
Supt. of Schools
Mrs. Joseph J. Olenick, Linden
Parent-Teacher Assn.
Herman E. Mopsick, Linden
Linden News-Observer
Henry Tomaszewski, Linden
Chief of Police
H. E. Fullmer, Metuchen
Asst. Principal
Christian H. Fritz, Mountainside
Chief of Police
Lewis S. Wonsidler, Plainfield
Driver Ed. Instructor
H. Douglas Stine, Plainfield
Union County Prosecutor
Arthur G. Phillips, Plainfield
Chief of Police
J. Richard Kern, Plainfield
Driver Ed. Instructor
Jens O. Madsen, Plainfield
Police Lieutenant
Ronald M. Rowe, Plainfield
Driver Ed. Instructor
Paul Troth, Plainfield
The Courier-News
Harold Longcore, Port Elizabeth
Highway Dept.
Herbert Kinch, Jr., Rahway
Police Captain
Lawrence E. Coman, Rahway
Chief of Police
Mrs. Carl Hoff, Roselle
Parent-Teacher Assn.
Wilber Personette, Roselle
Chief of Police
Norman Olsen, Roselle Park
Chief of Police

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UNION (Continued)

James Osnato, Scotch Plains
Chief of Police
Earl Smith, Scotch Plains
Driver Ed. Instructor
George W. Jackson, Scotch Plains
Magistrate
Mrs. Leslie Wood, Scotch Plains
Parent-Teacher Assn.
Mrs. Dennis Pirhec, Scotch Plains
Parent-Teacher Assn.
Wilbur Selander, Springfield
Chief of Police
Robert J. Martin, Summit
Traffic Sergeant
Mrs. H. Gunardson, Union
Parent-Teacher Assn.
H. W. Gunardson, Union
Public Service Gas Co.
Miss M. D. Benn, Union
Parent-Teacher Assn.
Richard Flanagan, Weehawken
Driver Ed. Instructor
Chief James F. Moran, Westfield
Chief of Police

WARREN

Mrs. Floyd R. Frankenfield, Lopatcong Twp.
Parent-Teacher Assn.
Mrs. Olie Cruts, Phillipsburg
Parent-Teacher Assn.
Mrs. R. H. Schaffer, Phillipsburg
Parent-Teacher Assn.
Mrs. Paul M. Souders, Phillipsburg
Civil Defense, PTA
John W. Budd, Phillipsburg
Chief of Police
Harry Apgar, Washington
Acting Chief of Police

OUT-OF-STATE

Joe Hasec, New York City
WNEW

Coordinating Council

The Attorney General
Chairman

The Chief, Traffic Safety Service
Secretary

The State Senate Committee on Highways, Transportation & Public Utilities

The State Assembly Committee on Highways, Transportation & Public Utilities

The Department of Conservation and Economic Development

The Department of Defense

The Department of Education

The State Department of Health

The State Highway Department

The Division of Motor Vehicles

The Department of Public Utilities

The Division of State Police

The N. J. Highway Authority

The N. J. Turnpike Authority

The N. J. Association of Chosen Freeholders

The N. J. State League of Municipalities

The N. J. State Association of Chiefs of Police

The N. J. State Safety Council

The State Newspaper Correspondents Association

The N. J. State Patrolmen's Benevolent Association

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